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TIP PROJECT: R-2530B

CONTRACT: C204181

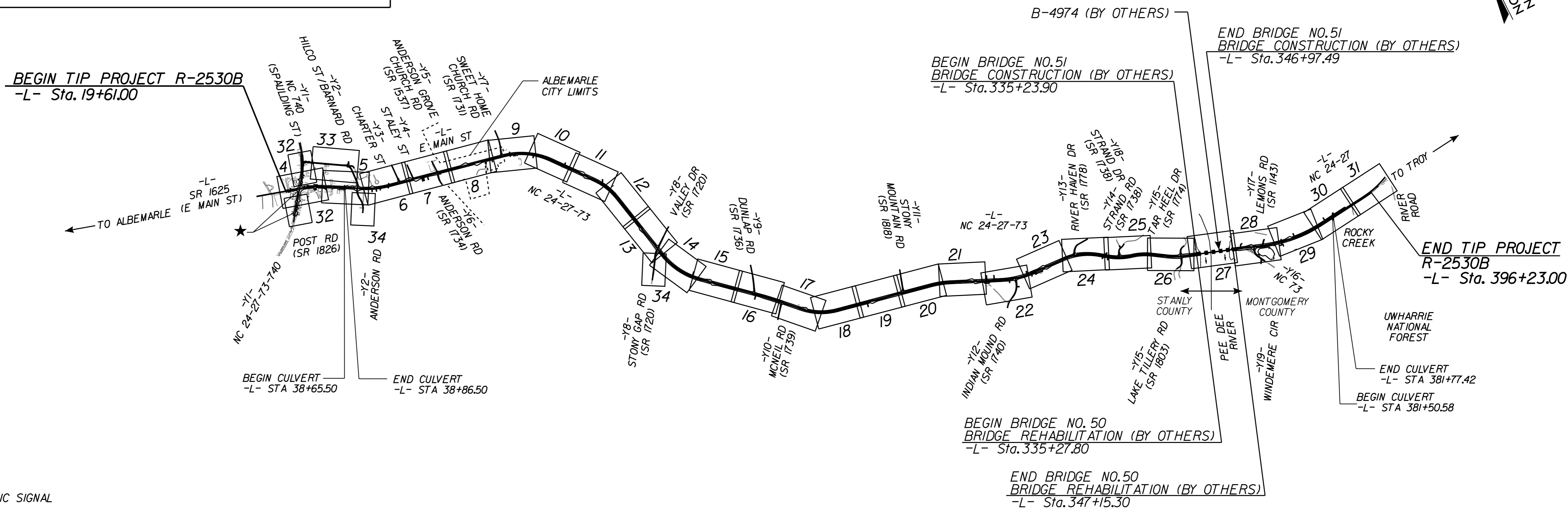
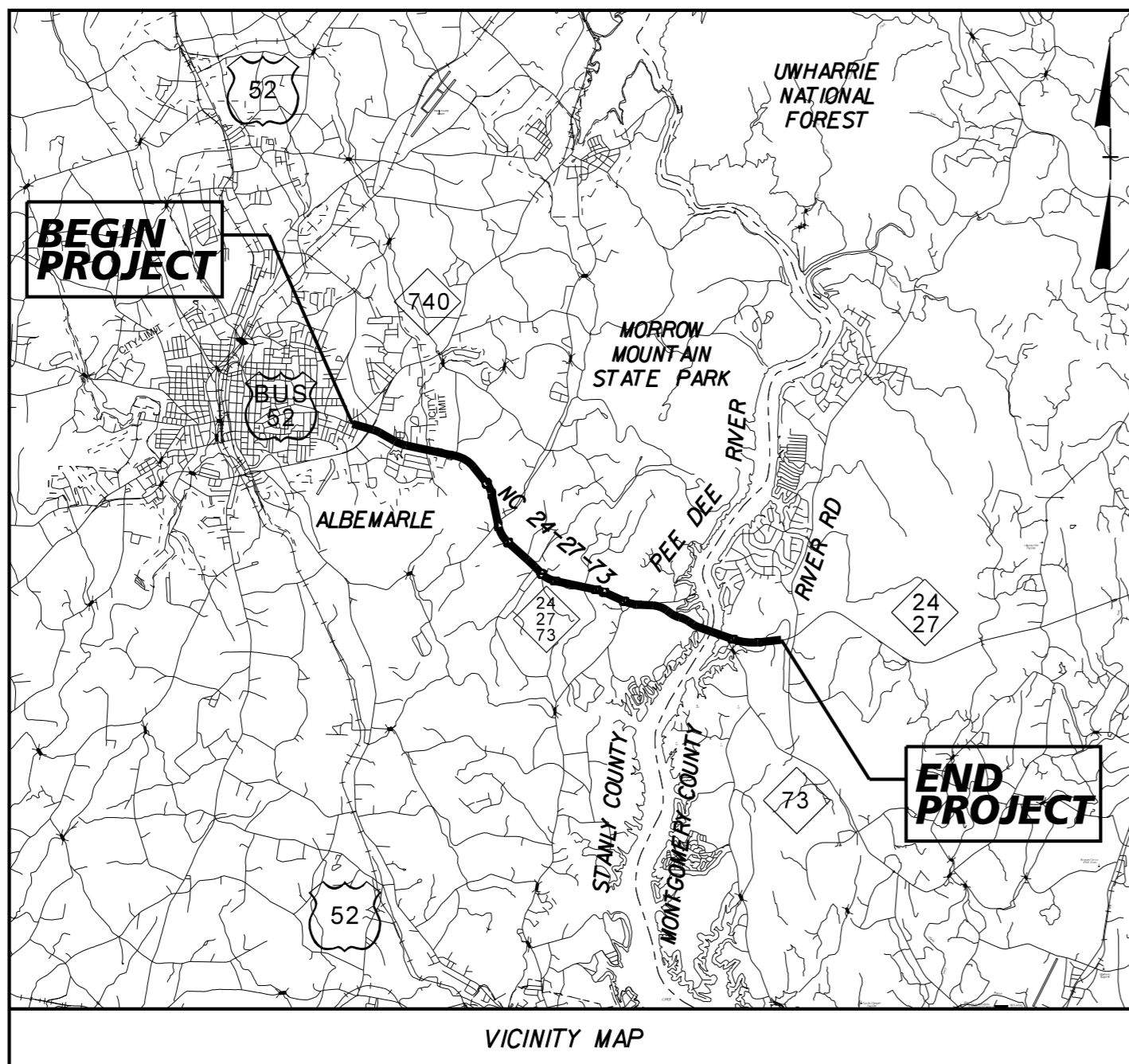
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STANLY & MONTGOMERY COUNTIES

LOCATION: NC 24-27 FROM NC 740 IN ALBEMARLE TO EAST OF THE PEE DEE RIVER

TYPE OF WORK: GRADING, DRAINAGE, PAVING, SIGNALS, CULVERTS, AND RETAINING WALL

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-2530B	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
34446.1.6		P.E.	
34446.2.5	STBG-0024(083)	R/W	
34446.2.6	STBG-0024(083)	UTL	
34446.3.4		CONST.	

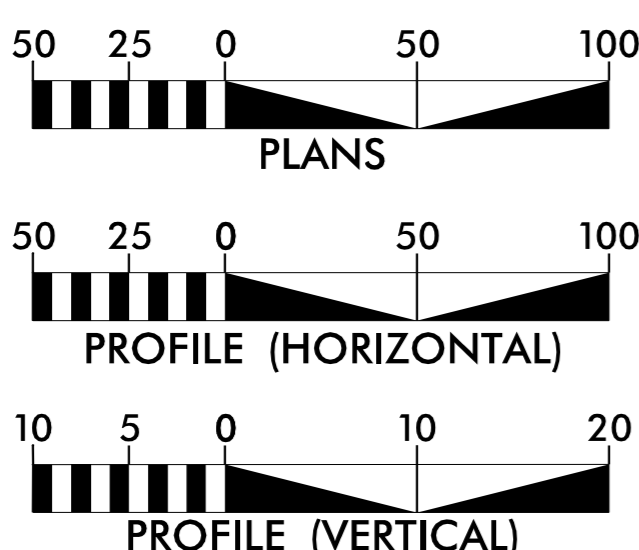


★ TRAFFIC SIGNAL

THIS IS A PARTIAL CONTROLLED-ACCESS PROJECT WITH ACCESS LIMITED TO POINTS AS SHOWN ON THE PLANS
DESIGN EXCEPTIONS REQUIRED FOR MINIMUM HORIZONTAL CURVE RADIUS, VERTICAL SAG CURVE K VALUE AND VERTICAL STOPPING SIGHT DISTANCE

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES



DESIGN DATA

AADT 2019 = 16,400
AADT 2039 = 21,500
K = 9%
D = 55%
T = 10%*
V = 50/60 MPH
* (TTST 4% + DUAL 6%)
FUNCTIONAL CLASSIFICATION:
URBANRURAL ARTERIAL
REGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT R-2530B = 6.899 MILES
LENGTH STRUCTURES TIP PROJECT R-2530B = 0.009 MILES
TOTAL LENGTH TIP PROJECT R-2530B = 6.908 MILES

PLANS PREPARED FOR THE NCDOT BY:

Kimley Horn

2018 STANDARD SPECIFICATIONS

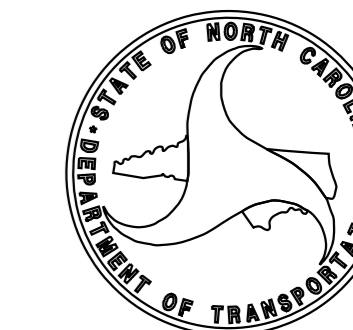
RIGHT OF WAY DATE:
MAY 19, 2017

LETTING DATE:
OCTOBER 15, 2019

JEFFREY W. MOORE, P.E.
PROJECT ENGINEER
RHODES S. HUNT, P.E.
PROJECT DESIGN ENGINEER
LAURA SUTTON, P.E.
TEAM LEAD
NCDOT PROJECT MANAGEMENT UNIT

HYDRAULIC ENGINEER

8/14/2019
SIGNATURE: P.E.
ROADWAY DESIGN ENGINEER
8/14/2019
SIGNATURE: P.E.



STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

GENERAL NOTES

2018 SPECIFICATIONS

EFFECTIVE: 01-16-18

GRADING AND SURFACING OR RESURFACING AND WIDENING:

THE GRADE LINES SHOWN DENOTE THE FINISHED ELEVATION OF THE PROPOSED SURFACING AT GRADE POINTS SHOWN ON THE TYPICAL SECTIONS. WHERE NO GRADE LINES ARE SHOWN, THE PROFILES SHOWN DENOTE THE TOP ELEVATION OF THE EXISTING PAVEMENT ALONG THE CENTER LINE OF SURVEY ON WHICH THE PROPOSED RESURFACING WILL BE PLACED. GRADE LINES MAY BE ADJUSTED BY THE ENGINEER IN ORDER TO SECURE A PROPER TIE-IN.

CLEARING:

CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD I FROM -L- STA. 19+61.00 TO 52+00.00, -YI- STA. 9+00.00 TO 28+90.00, AND -Y2- STA. 10+00.00 TO 32+89.63. THE REMAINDER OF CLEARING SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.

SUPERELEVATION:

ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STD. NO. 225.04 OR STD. NO. 225.05 USING THE RATE OF SUPERELEVATION AND RUNOFF SHOWN ON THE PLANS. SUPERELEVATION IS TO BE REVOLVED ABOUT THE GRADE POINTS SHOWN ON THE TYPICAL SECTIONS.

SHOULDER CONSTRUCTION:

ASPHALT, EARTH, AND CONCRETE SHOULDER CONSTRUCTION ON THE HIGH SIDE OF SUPERELEVATED CURVES SHALL BE IN ACCORDANCE WITH STD. NO. 560.01 AND STD. NO. 560.02.

SIDE ROADS:

THE CONTRACTOR WILL BE REQUIRED TO DO ALL NECESSARY WORK TO PROVIDE SUITABLE CONNECTIONS WITH ALL ROADS, STREETS, AND DRIVES ENTERING THIS PROJECT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PARTICULAR ITEMS INVOLVED.

UNDERDRAINS:

UNDERDRAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. NO. 815.03 AT LOCATIONS DIRECTED BY THE ENGINEER.

SHOULDER DRAINS:

SHOULDER DRAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. NO. 816.02 AND DETAILS IN PLANS AT LOCATIONS DIRECTED BY THE ENGINEER.

DRIVEWAYS:

DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. 848.02 USING 3 FOOT RADIUS OR RADII AS SHOWN ON THE PLANS. LOCATIONS OF DRIVES WILL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

STREET TURNOUT:

STREET RETURNS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. NO. 848.04 USING THE RADII NOTED ON PLANS.

GUARDRAIL:

THE GUARDRAIL LOCATIONS SHOWN ON THE PLANS MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHOULD CONSULT WITH THE ENGINEER PRIOR TO ORDERING GUARDRAIL MATERIAL.

TEMPORARY SHORING:

SHORING REQUIRED FOR THE MAINTENANCE OF TRAFFIC NOT SHOWN ON THE PLANS WILL BE PAID FOR AT THE CONTRACT PRICE FOR "TEMPORARY SHORING".

UTILITIES:

UTILITY OWNERS ON THIS PROJECT ARE :

- SPECTRUM
- CITY OF ALBEMARLE
- STANLY COUNTY
- MONTGOMERY COUNTY
- AT&T
- CENTURYLINK
- WINDSTREAM
- DUKE ENERGY
- RANDOLPH EMC
- PIEDMONT NATURAL GAS

ANY RELOCATION OF EXISTING UTILITIES WILL BE ACCOMPLISHED BY OTHERS, EXCEPT AS SHOWN ON THE PLANS.

RIGHT-OF-WAY MARKERS:

ALL RIGHT-OF-WAY MARKERS ON THIS PROJECT SHALL BE PLACED BY OTHERS.

CURB RAMPS:

CURB RAMPS ARE SHOWN ON THE PLANS AT APPROXIMATE LOCATIONS. CONSTRUCT ALL CURB RAMPS IN ACCORDANCE WITH STD 848.05 AND/OR 848.06, AND/OR DETAILS IN THE PLANS.

ROCK:

ROCK IS ANTICIPATED AT LOCATIONS AS SHOWN ON SHEET 3G-I. BLASTING MAY BE REQUIRED FOR EXCAVATION ON THE PROJECT. SEE SECTION 220 OF THE STANDARD SPECIFICATIONS AND IF APPLICABLE, ROCK BLASTING PROVISION.

EFF. 01-16-2018


2018 ROADWAY ENGLISH STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWINGS" HIGHWAY DESIGN BRANCH - N. C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N. C., DATED JANUARY, 2018 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD.NO.	TITLE
DIVISION 2 - EARTHWORK	
200.02	METHOD OF CLEARING - METHOD II
200.03	METHOD OF CLEARING - METHOD III
225.01	GUIDE FOR GRADING SUBGRADE - INTERSTATE AND FREEWAY
225.04	METHOD OF OBTAINING SUPERELEVATION - TWO LANE PAVEMENT
225.05	METHOD OF OBTAINING SUPERELEVATION - DIVIDED HIGHWAYS
275.01	ROCK PLATING
DIVISION 3 - PIPE CULVERTS	
300.01	METHOD OF PIPE INSTALLATION
310.10	DRIVEWAY PIPE CONSTRUCTION
DIVISION 5 - SUBGRADE, BASES AND SHOULDERS	
560.01	METHOD OF SHOULDER CONSTRUCTION - HIGH SIDE OF SUPERELEVATED CURVE - METHOD I
560.02	METHOD OF SHOULDER CONSTRUCTION - HIGH SIDE OF SUPERELEVATED CURVE - METHOD II
DIVISION 6 - ASPHALT BASES AND PAVEMENTS	
654.01	PAVEMENT REPAIRS
DIVISION 8 - INCIDENTALS	
815.03	PIPE UNDERDRAIN AND BLIND DRAIN
816.01	CONCRETE PADS - FOR SHOULDER DRAIN INSTALLATION
816.02	AGGREGATE SHOULDER DRAIN
816.04	MARKERS FOR DRAINAGE STRUCTURE AND CONCRETE PAD (SHOULDER DRAINS)
838.01	CONCRETE ENDWALL FOR SINGLE AND DOUBLE PIPE CULVERTS - 15' THRU 48' PIPE 90 SKEW
838.11	BRICK ENDWALL FOR SINGLE AND DOUBLE PIPE CULVERTS - 15' THRU 48' PIPE 90 SKEW
838.27	REINFORCED CONCRETE ENDWALL FOR SINGLE 60" PIPE 90 SKEW
838.33	REINFORCED CONCRETE ENDWALL FOR SINGLE 66" PIPE 90 SKEW
838.39	REINFORCED CONCRETE ENDWALL FOR SINGLE 72" PIPE 90 SKEW
838.45	NOTES FOR REINFORCED CONCRETE ENDWALL - STD. DWG 838.21 THRU 838.40
838.57	REINFORCED BRICK ENDWALL - FOR SINGLE 60" PIPE 90 SKEW
838.63	REINFORCED BRICK ENDWALL FOR SINGLE 66" PIPE 90 SKEW
838.69	REINFORCED BRICK ENDWALL FOR SINGLE 72" PIPE 90 SKEW
838.80	PRECAST ENDWALLS - 12" THRU 72" PIPE 90 SKEW
838.45	NOTES FOR REINFORCED BRICK ENDWALL - STD. DWG 838.51 THRU 838.70
840.00	CONCRETE BASE PAD FOR DRAINAGE STRUCTURES
840.01	BRICK CATCH BASIN - 12" THRU 54" PIPE
840.02	CONCRETE CATCH BASIN - 12" THRU 54" PIPE
840.03	FRAME, GRATES AND HOOD - FOR USE ON STANDARD CATCH BASIN
840.04	CONCRETE OPEN THROAT CATCH BASIN - 12" THRU 48" PIPE
840.05	BRICK OPEN THROAT CATCH BASIN - 12" THRU 48" PIPE
840.14	CONCRETE DROP INLET - 12" THRU 30" PIPE
840.15	BRICK DROP INLET - 12" THRU 30" PIPE
840.16	DROP INLET FRAME AND GRATES - FOR USE WITH STD. DWG 840.14 AND 840.15
840.17	CONCRETE GRATED DROP INLET TYPE 'A' - 12" THRU 72" PIPE
840.18	CONCRETE GRATED DROP INLET TYPE 'B' - 12" THRU 36" PIPE
840.19	CONCRETE GRATED DROP INLET TYPE 'D' - 12" THRU 36" PIPE
840.20	FRAMES AND WIDE SLOT FLAT GRATES
840.22	FRAMES AND WIDE SLOT SAG GRATES
840.24	FRAMES AND NARROW SLOT SAG GRATES
840.25	ANCHORAGE FOR FRAMES - BRICK OR CONCRETE OR PRECAST
840.26	BRICK GRATED DROP INLET TYPE 'A' - 12" THRU 72" PIPE
840.27	BRICK GRATED DROP INLET TYPE 'B' - 12" THRU 36" PIPE
840.28	BRICK GRATED DROP INLET TYPE 'D' - 12" THRU 36" PIPE
840.29	FRAMES AND NARROW SLOT FLAT GRATES
840.31	CONCRETE JUNCTION BOX - 12" THRU 66" PIPE
840.32	BRICK JUNCTION BOX - 12" THRU 66" PIPE
840.34	TRAFFIC BEARING JUNCTION BOX - FOR USE WITH PIPES 42" AND UNDER
840.35	TRAFFIC BEARING GRATED DROP INLET - FOR CAST IRON DOUBLE FRAME AND GRATES
840.41	SPRING BOX - CONCRETE OR BRICK
840.45	PRECAST DRAINAGE STRUCTURE
840.46	TRAFFIC BEARING PRECAST DRAINAGE STRUCTURE
840.54	MANHOLE FRAME AND COVER
840.66	DRAINAGE STRUCTURE STEPS
840.71	CONCRETE AND BRICK PIPE PLUG
840.72	PIPE COLLAR
846.01	CONCRETE CURB, GUTTER AND CURB & GUTTER
846.04	DROP INLET INSTALLATION IN SHOULDER BERM GUTTER
848.01	CONCRETE SIDEWALK
848.02	DRIVEWAY TURNOUT - RADIUS TYPE
848.04	STREET TURNOUT
848.05	CURB RAMP - PROPOSED CURB & GUTTER
850.01	CONCRETE PAVED DITCHES
850.10	GUIDE FOR BERM DRAINAGE OUTLET - 15" AND 18" PIPE
852.01	CONCRETE ISLANDS
852.02	CONCRETE MOUNTABLE MEDIAN - FOR USE WITH RIGID OR FLEXIBLE PAVEMENT
852.04	METHOD FOR PLACEMENT OF DROP INLETS IN GRASSED MEDIAN - USING 1'-6" CURB AND GUTTER
852.05	MEDIAN CURB FOR CATCH BASIN - FOR USE WITH 1'-6" CURB AND GUTTER
852.06	METHOD FOR PLACEMENT OF DROP INLETS IN CONCRETE ISLANDS
862.01	GUARDRAIL PLACEMENT
862.02	GUARDRAIL INSTALLATION
876.01	RIP RAP IN CHANNELS
876.02	GUIDE FOR RIP RAP AT PIPE OUTLETS
876.04	DRAINAGE DITCHES WITH CLASS 'B' RIP RAP

R-2530B
STANLY AND MONTGOMERY COUNTIES

SHEET NUMBER	SHEET
I	TITLE SHEET
IA	INDEX OF SHEETS, GENERAL NOTES, LIST OF ROADWAY STANDARD DRAWINGS
IB	CONVENTIONAL SYMBOLS SHEET
IC-I THRU IC-16	SURVEY CONTROL SHEETS
2A-I THRU 2A-10	PAVEMENT SCHEDULE, TYPICAL SECTIONS, AND MISCELLANEOUS DETAILS
2B-I THRU 2B-4	INTERSECTION DETAILS
2B-5	ROUNDOABOUT DETAIL
2B-6 THRU 2B-10	DETOUR PLANS
2B-II THRU 2B-18	TEMPORARY PAVEMENT PLANS
2C-I THRU 2C-4	CURB RAMP DETAILS
2C-5	DETAIL FOR GUARDRAIL INSTALLATION (IN LIEU OF SHEET 6 OF 8)
2C-6	DETAIL FOR GUARDRAIL INSTALLATION (A.T.-I SYSTEM)
2C-7	DETAIL FOR MINIMUM DEPTH CONCRETE CATCH BASIN (12" THRU 84" PIPE)
2C-8	DETAIL FOR TRAFFIC BEARING GRATED INLET (PIPES UP TO 54")
2C-9	DETAIL FOR SPECIAL 2'-6" CURB & GUTTER (SPILL CURB)
2C-10	DETAIL FOR MODIFIED CONCRETE FLUME
2C-II	DETAIL FOR 2'-0" CONCRETE CURB AND GUTTER
2C-12	DETAIL FOR MINIMUM DEPTH CONCRETE GRATED DROP INLET TYPE 'A' (12" THRU 72" PIPE)
2C-13	DETAIL FOR PRECAST CONCRETE PARKING CURB
2C-14	DETAIL FOR GUARDRAIL PLACEMENT (25'-0" CLEAR SPAN)
2C-15	DETAILS FOR INLET PROTECTION FOR STORM DRAINS UNDER CONSTRUCTION
2D-I THRU 2D-9	DRAINAGE AND FILTRATION BASIN DETAILS
2D-10	SUMMARIES OF FILTRATION BASIN COMPONENT ITEMS AND EARTHWORK
2G-I THRU 2G-2	REINFORCED SOIL SLOPE WITH COIR MATTING/ROCK PLATING DETAILS
2G-3 THRU 2G-6	TEMPORARY SHORING DETAILS
2G-7 THRU 2G-8	REINFORCED SOIL SLOPE DETAILS
3B-I THRU 3B-2	SUMMARY OF EARTHWORK
3B-3	SUMMARY OF GUARDRAIL
3B-4	SUMMARIES OF REMOVAL OF EXISTING ASPHALT AND CONCRETE PAVEMENT, SHOULDER BERM GUTTER, AND BREAKING OF ASPHALT PAVEMENT
3B-5	SUMMARY OF SHOULDER DRAINS
3B-6	SUMMARY OF TEMPORARY WOVEN WIRE FENCE COMPLETE WITH POSTS
3D-I THRU 3D-26	SUMMARY OF DRAINAGE QUANTITIES
3G-I	SUMMARIES OF SUBSURFACE DRAINAGE, AGGREGATE SUBGRADE/STABILIZATION, ROCK PLATING, PRE-SPLITTING OF ROCK, AND REINFORCED SOIL SLOPES AND SLOPE EROSION CONTROL
3P-I THRU 3P-4	PARCEL INDEX SHEETS
4 THRU 34	PLAN SHEETS
35 THRU 64	PROFILE SHEETS
TMP-I THRU TMP-84	TRANSPORTATION MANAGEMENT PLANS
PMP-I THRU PMP-31	PAVEMENT MARKING PLANS
EC-I THRU EC-64	EROSION CONTROL PLANS
SIGN-I THRU SIGN-36A	SIGNING PLANS
SIG. 1.0 THRU SIG. 10.0	SIGNAL PLANS
SIG. M1 THRU SIG. M8	METAL POLE STANDARDS
SCP.1 THRU SCP.5	SIGNAL COMMUNICATION PLANS
UC-I THRU UC-76	UTILITY CONSTRUCTION PLANS
UO-I THRU UO-32	UTILITIES BY OTHERS PLANS
X-1A	CROSS-SECTION INDEX
X-1B THRU X-1J	CROSS-SECTION SUMMARY SHEETS
X-I THRU X-413	CROSS-SECTIONS
COI-I THRU COI-II	CULVERT PLANS
WOI-I	RETAINING WALL PLAN

PROJECT REFERENCE NO. <i>R-2530B</i>	SHEET NO. <i>1A</i>
ROADWAY DESIGN ENGINEER	
	
8/9/2019	

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STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

Note: Not to Scale *S.U.E. = *Subsurface Utility Engineering*

BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin	○ EIP
Computed Property Corner	-----
Property Monument	◻ ECM
Parcel/Sequence Number	⑫③
Existing Fence Line	-x-x-x-
Proposed Woven Wire Fence	○
Proposed Chain Link Fence	◻
Proposed Barbed Wire Fence	◇
Existing Wetland Boundary	----- WLB
Proposed Wetland Boundary	----- WLB
Existing Endangered Animal Boundary	----- EAB
Existing Endangered Plant Boundary	----- EPB
Existing Historic Property Boundary	----- HPB
Known Contamination Area: Soil	☠ S ☠
Potential Contamination Area: Soil	?? S ??
Known Contamination Area: Water	☠ W ☠
Potential Contamination Area: Water	?? W ??
Contaminated Site: Known or Potential	☠ ☠

BUILDINGS AND OTHER CULTURE:

Gas Pump Vent or U/G Tank Cap	○
Sign	○ S
Well	○ W
Small Mine	✕
Foundation	◻
Area Outline	◻
Cemetery	†
Building	◻
School	◻
Church	✚
Dam	-----

HYDROLOGY:

Stream or Body of Water	-----
Hydro, Pool or Reservoir	◻
Jurisdictional Stream	----- JS
Buffer Zone 1	----- BZ 1
Buffer Zone 2	----- BZ 2
Flow Arrow	←
Disappearing Stream	-----
Spring	○
Wetland	-----
Proposed Lateral, Tail, Head Ditch	-----
False Sump	◻

RAILROADS:

Standard Gauge	-----
RR Signal Milepost	①
Switch	◻
RR Abandoned	-----
RR Dismantled	-----

RIGHT OF WAY & PROJECT CONTROL:

Secondary Horiz and Vert Control Point	◆
Primary Horiz Control Point	◻
Primary Horiz and Vert Control Point	◆
Exist Permanent Easement Pin and Cap	◇
New Permanent Easement Pin and Cap	◆
Vertical Benchmark	⊠
Existing Right of Way Marker	△
Existing Right of Way Line	-----
New Right of Way Line	-----
New Right of Way Line with Pin and Cap	-----
New Right of Way Line with Concrete or Granite R/W Marker	-----
New Control of Access Line with Concrete CA Marker	-----
Existing Control of Access	-----
New Control of Access	-----
Existing Easement Line	-----
New Temporary Construction Easement	-----
New Temporary Drainage Easement	-----
New Permanent Drainage Easement	-----
New Permanent Drainage / Utility Easement	-----
New Permanent Utility Easement	-----
New Temporary Utility Easement	-----
New Aerial Utility Easement	-----

ROADS AND RELATED FEATURES:

Existing Edge of Pavement	-----
Existing Curb	-----
Proposed Slope Stakes Cut	-----
Proposed Slope Stakes Fill	-----
Proposed Curb Ramp	-----
Existing Metal Guardrail	-----
Proposed Guardrail	-----
Existing Cable Guiderail	-----
Proposed Cable Guiderail	-----
Equality Symbol	⊕
Pavement Removal	-----

VEGETATION:

Single Tree	☼
Single Shrub	☼

Hedge	-----
Woods Line	-----
Orchard	-----
Vineyard	-----

EXISTING STRUCTURES:

MAJOR: Bridge, Tunnel or Box Culvert	-----
Bridge Wing Wall, Head Wall and End Wall	-----
MINOR: Head and End Wall	-----
Pipe Culvert	-----
Footbridge	-----
Drainage Box: Catch Basin, DI or JB	-----
Paved Ditch Gutter	-----
Storm Sewer Manhole	-----
Storm Sewer	-----

UTILITIES:

POWER: Existing Power Pole	●
Proposed Power Pole	○
Existing Joint Use Pole	●
Proposed Joint Use Pole	○
Power Manhole	⊕
Power Line Tower	⊠
Power Transformer	⊠
U/G Power Cable Hand Hole	-----
H-Frame Pole	●
U/G Power Line LOS B (S.U.E.*)	-----
U/G Power Line LOS C (S.U.E.*)	-----
U/G Power Line LOS D (S.U.E.*)	-----

TELEPHONE:

Existing Telephone Pole	●
Proposed Telephone Pole	○
Telephone Manhole	⊕
Telephone Pedestal	⊠
Telephone Cell Tower	⊠
U/G Telephone Cable Hand Hole	-----
U/G Telephone Cable LOS B (S.U.E.*)	-----
U/G Telephone Cable LOS C (S.U.E.*)	-----
U/G Telephone Cable LOS D (S.U.E.*)	-----
U/G Telephone Conduit LOS B (S.U.E.*)	-----
U/G Telephone Conduit LOS C (S.U.E.*)	-----
U/G Telephone Conduit LOS D (S.U.E.*)	-----
U/G Fiber Optics Cable LOS B (S.U.E.*)	-----
U/G Fiber Optics Cable LOS C (S.U.E.*)	-----
U/G Fiber Optics Cable LOS D (S.U.E.*)	-----

WATER:

Water Manhole	⊕
Water Meter	○
Water Valve	⊗
Water Hydrant	⊕
U/G Water Line LOS B (S.U.E.*)	-----
U/G Water Line LOS C (S.U.E.*)	-----
U/G Water Line LOS D (S.U.E.*)	-----
Above Ground Water Line	-----

TV:

TV Pedestal	⊠
TV Tower	⊗
U/G TV Cable Hand Hole	-----
U/G TV Cable LOS B (S.U.E.*)	-----
U/G TV Cable LOS C (S.U.E.*)	-----
U/G TV Cable LOS D (S.U.E.*)	-----
U/G Fiber Optic Cable LOS B (S.U.E.*)	-----
U/G Fiber Optic Cable LOS C (S.U.E.*)	-----
U/G Fiber Optic Cable LOS D (S.U.E.*)	-----

GAS:

Gas Valve	◇
Gas Meter	⊕
U/G Gas Line LOS B (S.U.E.*)	-----
U/G Gas Line LOS C (S.U.E.*)	-----
U/G Gas Line LOS D (S.U.E.*)	-----
Above Ground Gas Line	-----

SANITARY SEWER:

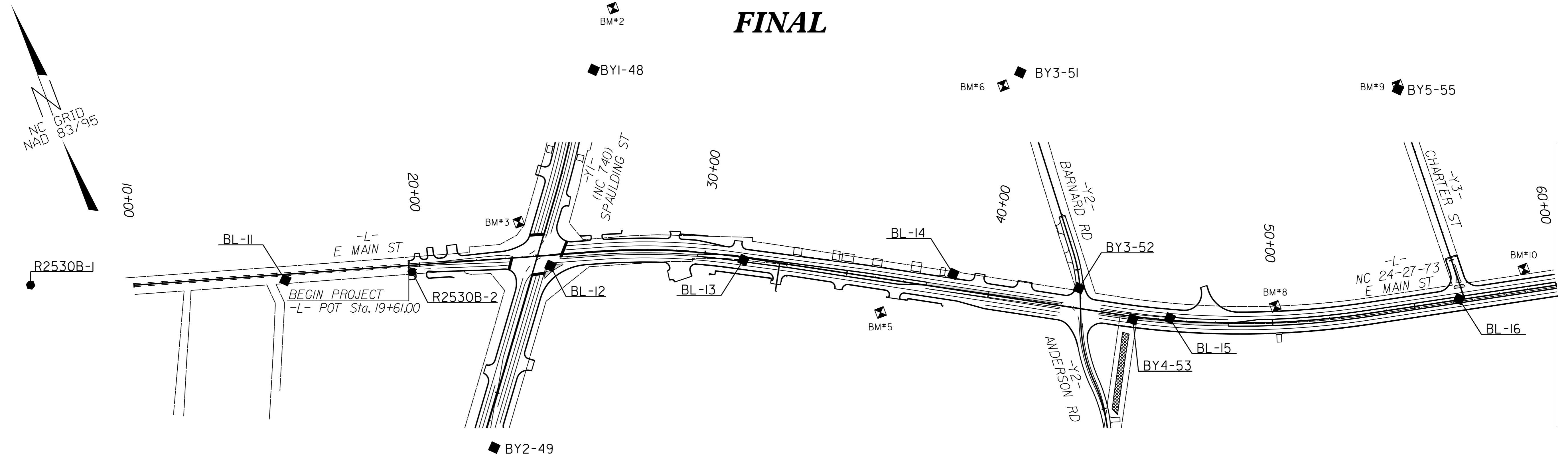
Sanitary Sewer Manhole	⊕
Sanitary Sewer Cleanout	⊕
U/G Sanitary Sewer Line	-----
Above Ground Sanitary Sewer	-----
SS Forced Main Line LOS B (S.U.E.*)	-----
SS Forced Main Line LOS C (S.U.E.*)	-----
SS Forced Main Line LOS D (S.U.E.*)	-----

MISCELLANEOUS:

Utility Pole	●
Utility Pole with Base	⊠
Utility Located Object	○
Utility Traffic Signal Box	⊠
Utility Unknown U/G Line LOS B (S.U.E.*)	-----
U/G Tank; Water, Gas, Oil	◻
Underground Storage Tank, Approx. Loc.	⊕
A/G Tank; Water, Gas, Oil	◻
Geoenvironmental Boring	⊕
U/G Test Hole LOS A (S.U.E.*)	⊕
Abandoned According to Utility Records	AATUR
End of Information	E.O.I.

REVISIONS

SURVEY CONTROL SHEET FINAL



BL POINT	DESC.	NORTH	EAST	ELEVATION
1	R2530B-1	584596.3120	1650678.5500	574.49
11	BL-11	584298.2160	1651517.2040	587.18
2	R2530B-2	584168.7210	1651942.0510	594.97
12	BL-12	584017.5810	1652401.3150	581.33
13	BL-13	583798.3900	1653039.8260	563.70
14	BL-14	583494.1110	1653708.1950	556.61
15	BL-15	583081.3220	1654360.9970	569.47
16	BL-16	582787.2510	1655330.6290	561.08

BY2-50

BY1 POINT	DESC.	NORTH	EAST	ELEVATION
48	BY1-48	584605.4210	1652784.8220	575.06
49	BY2-49	583492.3540	1651993.3690	599.02
50	BY2-50	582840.3570	1651444.7650	589.20

BM5	ELEVATION = 559.85
N 583457	E 1653423
L STATION 36+37.00	118 RIGHT CHISELED 'X' IN PARKING LOT CURB
BM6	ELEVATION = 554.99
N 584048	E 1654104
L STATION 39+42.00	731 LEFT PAINTED FLANGE BOLT ON FH
BM7	ELEVATION = 564.67
N 582406	E 1653846
L STATION 45+02.00	828 RIGHT RR SPIKE IN BASE OF POWER POLE

BM1	ELEVATION = 578.13
N 584592	E 1650503
L STATION 10+00.00	RR SPIKE IN BASE OF 30 INCH OAK
BM2	ELEVATION = 570.47
N 584783	E 1652924
L STATION 27+08.00	848 LEFT RR SPIKE IN BASE OF PP
BM3	ELEVATION = 586.93
N 584200	E 1652352
L STATION 23+57.00	123 LEFT CHISELED 'X' IN PARKING LOT CURB
BM4	ELEVATION = 585.03
N 582657	E 1651272
L STATION 17+61.00	1663 RIGHT RR SPIKE IN BASE OF PP
BM8	ELEVATION = 566.11
N 582990	E 1654721
L STATION 50+12.00	56 LEFT RR SPIKE IN BASE OF POWER POLE
BM9	ELEVATION = 559.71
N 583562	E 1655394
L STATION 55+57.00	773 LEFT RR SPIKE IN 15 INCH BRADFORD PEAR
BM10	ELEVATION = 572.19
N 582805	E 1655579
L STATION 58+96.00	72 LEFT RR SPIKE IN BASE OF WHITE OAK

BY2 POINT	DESC.	NORTH	EAST	ELEVATION
51	BY3-51	584070.2160	1654176.2220	552.81
52	BY3-52	583292.2830	1654101.6690	564.09
BY3 POINT	DESC.	NORTH	EAST	ELEVATION
53	BY4-53	583123.7580	1654239.0400	568.08
54	BY4-54	582627.8150	1653930.1560	561.69
BY4 POINT	DESC.	NORTH	EAST	ELEVATION
55	BY5-55	583549.1280	1655390.0810	558.71

DATUM DESCRIPTION

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WITH NAD 83/95 STATE PLANE GRID COORDINATES OF
NORTHING: 569291.86(ft) EASTING: 1702362.01(ft)
ELEVATION: 568.63(ft)

THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.999852338

THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "R2527-6" TO -L- STATION 19+61.00 IS
N 73°32'08" W, 52580.22 FEET

ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
VERTICAL DATUM USED IS NAVD 88

NOTES:

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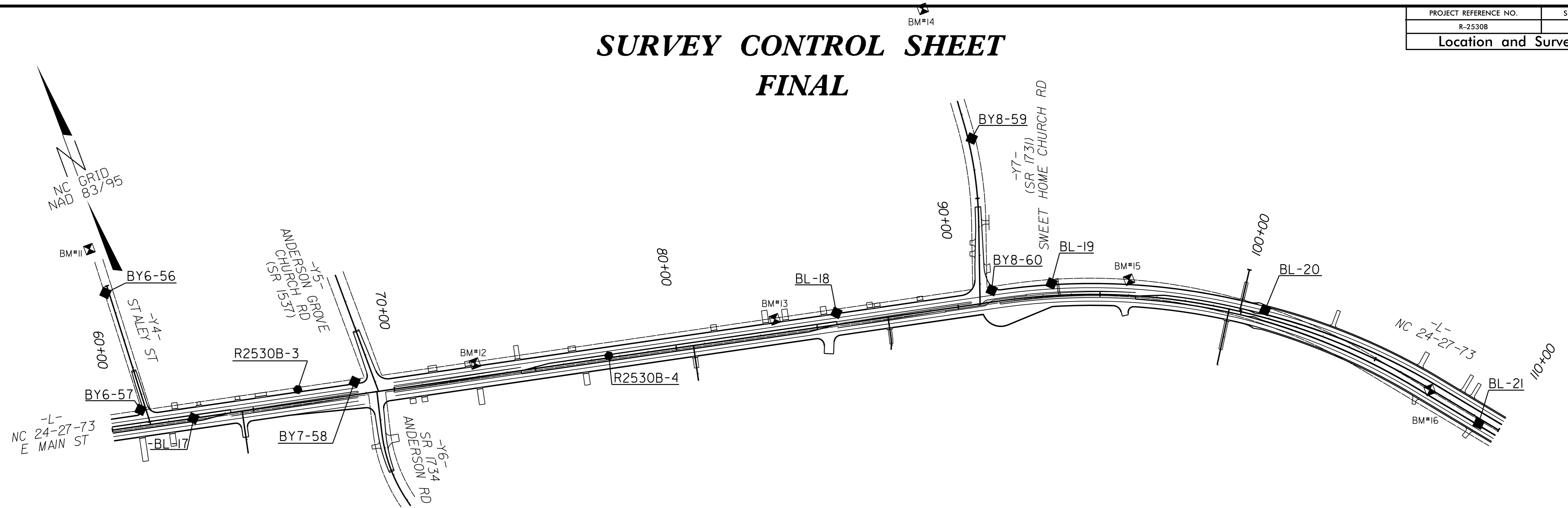
SITE CALIBRATION INFORMATION HAS NOT BEEN PROVIDED FOR THIS PROJECT.

NOTE: DRAWING NOT TO SCALE

6/2/99

SURVEY CONTROL SHEET

FINAL



BL	POINT	DESC.	NORTH	EAST	ELEVATION
17	BL-17		582652.3250	1655945.3870	577.32
3	R2530B-3		582619.2480	1656324.1570	583.12
4	R2530B-4		582349.2260	1657388.5660	594.71
18	BL-18		582211.9110	1658189.8320	559.65
19	BL-19		582045.4600	1658933.2580	550.62
20	BL-20		581696.6060	1659603.4400	559.02
21	BL-21		581062.1340	1660167.1340	571.48

BY5	POINT	DESC.	NORTH	EAST	ELEVATION
56	BY6-56		583171.8570	1655809.6790	595.90
57	BY6-57		582744.9850	1655782.2440	573.03
BY7	POINT	DESC.	NORTH	EAST	ELEVATION
58	BY7-58		582574.7480	1656520.3680	585.87
BY8	POINT	DESC.	NORTH	EAST	ELEVATION
59	BY8-59		582619.2540	1658848.3510	552.22
60	BY8-60		582096.4670	1658728.4850	549.29

***** BM11 ELEVATION = 596.91 N 583336 E 1655810 Y4 STATION 10+00.00 PAINTED FLANGE BOLT ON FH *****	***** BM14 ELEVATION = 543.01 N 583105 E 1658846 L STATION 90+27.00 1053 LEFT PAINTED FLANGE BOLT ON FH *****
***** BM12 ELEVATION = 593.14 N 582488 E 1656939 L STATION 72+92.00 48 LEFT RR SPIKE IN BASE OF PP *****	***** BM15 ELEVATION = 555.50 N 581963 E 1659193 L STATION 95+99.00 55 LEFT PAINTED FLANGE BOLT ON FH *****
***** BM13 ELEVATION = 569.36 N 582266 E 1657979 L STATION 83+56.00 50 LEFT PAINTED FLANGE BOLT ON FH *****	***** BM16 ELEVATION = 570.41 N 581232 E 1660047 L STATION 107+20.00 4 RIGHT RR SPIKE IN BASE OF PP *****

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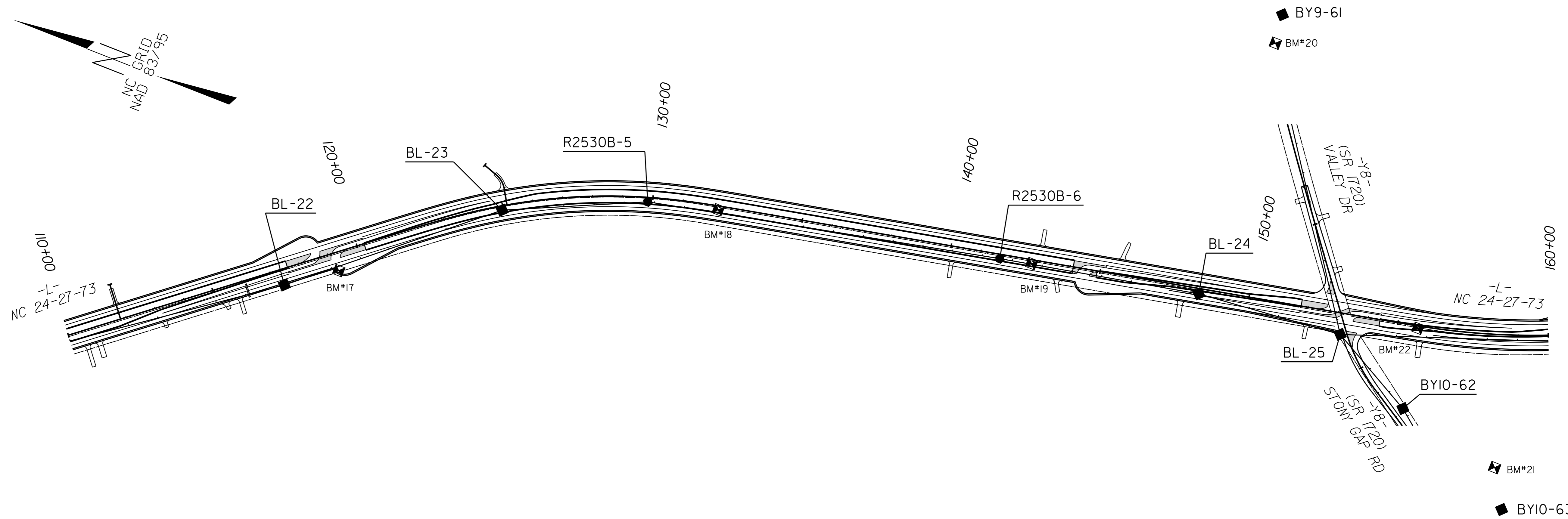
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SURVEY CONTROL SHEET FINAL



BL	POINT	DESC.	NORTH	EAST	ELEVATION
22	BL-22		580411.4620	1660641.1280	564.25
23	BL-23		579831.4000	1661135.4580	599.00
5	R2530B-5		579392.8140	1661337.5340	591.51
6	R2530B-6		578239.6490	1661588.3570	550.31
24	BL-24		577584.2040	1661720.7070	546.33
25	BL-25		577099.5430	1661766.5690	547.78

BY9	POINT	DESC.	NORTH	EAST	ELEVATION
61	BY9-61		577580.2980	1662467.2710	529.63
62	BY10-62		576816.7280	1661613.9720	561.28
63	BY10-63		576305.8550	1661206.9820	575.09

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 BM17 ELEVATION = 571.26
 N 580261 E 1660751
 L STATION 119+18.00 61 RIGHT
 RR SPIKE IN BASE OF PP

 BM18 ELEVATION = 583.60
 N 579166 E 1661398
 L STATION 132+20.00 13 RIGHT
 RR SPIKE IN BASE OF PP

 BM19 ELEVATION = 548.61
 N 578136 E 1661612
 L STATION 142+72.00 13 RIGHT
 RR SPIKE IN BASE OF PP

 BM20 ELEVATION = 532.87
 N 577567 E 1662371
 Y8 STATION 11+10.00 29 RIGHT
 RR SPIKE IN BASE OF PP

 BM21 ELEVATION = 576.56
 N 576378 E 1661328
 Y8 STATION 27+12.00 40 LEFT
 RR SPIKE IN BASE OF 16 INCH OAK

 BM22 ELEVATION = 547.90
 N 576868 E 1661880
 L STATION 155+68.00 8 RIGHT
 PAINTED FLANGE BOLT ON FH

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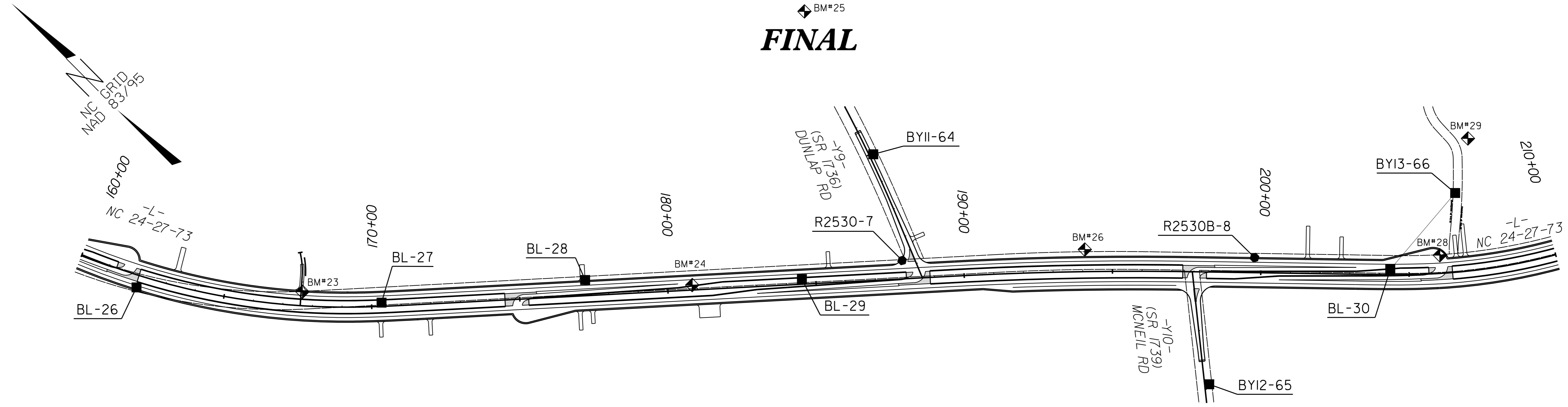
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NOTE: DRAWING NOT TO SCALE

6/2/99

SURVEY CONTROL SHEET

◆ BM*25
FINAL



BL	POINT	DESC.	NORTH	EAST	ELEVATION
26	BL-26	BL-26	576249.9010	1662068.8680	564.74
27	BL-27	BL-27	575631.3960	1662618.6430	583.69
28	BL-28	BL-28	575201.8390	1663159.3590	592.64
29	BL-29	BL-29	574689.2350	1663679.9160	595.77
7	R2530B-7	R2530B-7	574495.6190	1663964.1470	598.69
8	R2530B-8	R2530B-8	573665.3710	1664813.6750	580.53
30	BL-30	BL-30	573314.8010	1665110.1790	590.96

BY11	POINT	DESC.	NORTH	EAST	ELEVATION
64	BY11-64	BY11-64	574818.1560	1664147.0770	616.97

BY12	POINT	DESC.	NORTH	EAST	ELEVATION
65	BY12-65	BY12-65	573469.8900	1664404.1620	585.14

BY23	POINT	DESC.	NORTH	EAST	ELEVATION
66	BY13-66	BY13-66	573343.2430	1665446.8380	595.64

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*****
BM23      ELEVATION = 576.09
N 575845   E 1662455
L STATION 9+54.00
RR SPIKE IN BASE OF PP
*****
BM24      ELEVATION = 590.92
N 574936   E 1663404
L STATION 9+54.00
CHISELED SQUARE IN CONC CURB
*****
BM25      ELEVATION = 603.33
N 575324   E 1664322
Y9 STATION 10+00.00
RR SPIKE BASE OF 26 INCH OAK
*****

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*****
BM26      ELEVATION = 580.73
N 574088   E 1664427
L STATION 194+08.00 75 LEFT
RR SPIKE BASE 21 INCH PIN OAK
*****
BM27      ELEVATION = 583.40
N 573312   E 1664201
Y10 STATION 15+90.00
RR SPIKE BASE 21 INCH WHITE OAK
*****
BM28      ELEVATION = 585.95
N 573231   E 1665262
L STATION 206+07.00 61 LEFT
CHISELED X ON SW FLANGE BOLT ON FH
*****
BM29      ELEVATION = 606.58
N 573443   E 1665607
L STATION 207+61.00 444 LEFT
RR SPIKE IN BASE 18 INCH MAPLE
*****

```

DATUM DESCRIPTION

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 VERTICAL DATUM USED IS NAVD 88

NOTES:

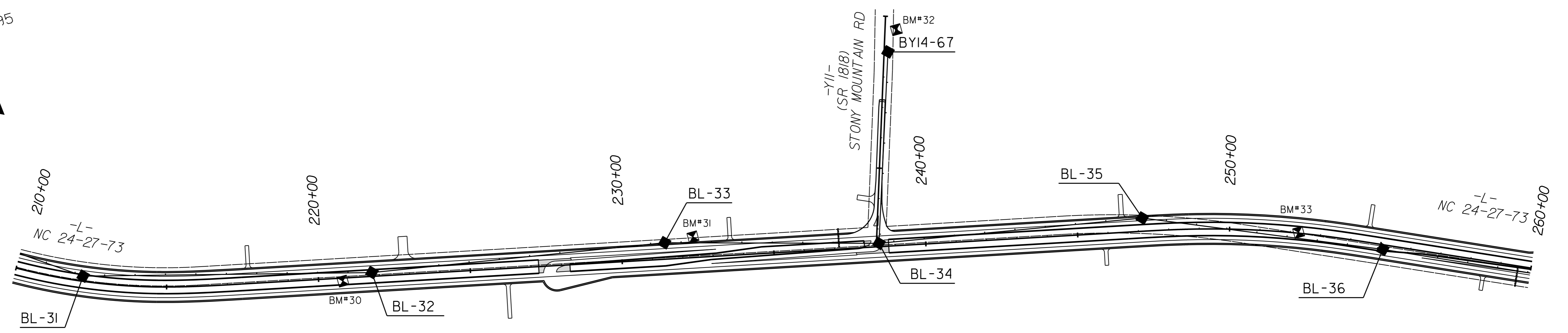
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6/2/99

SURVEY CONTROL SHEET

FINAL



BL	POINT	DESC.	NORTH	EAST	ELEVATION
31	BL-31		572873.2960	1665746.1500	544.98
32	BL-32		572635.1540	1666665.0900	491.44
33	BL-33		572476.6600	1667619.3360	440.27
34	BL-34		572289.4040	1668298.8540	427.57
35	BL-35		572141.9500	1669156.2330	431.54
36	BL-36		571834.7670	1669891.6750	412.58

BY13	POINT	DESC.	NORTH	EAST	ELEVATION
67	BY14-67		572889.1310	1668493.0330	476.88

```

*****
BM30      ELEVATION = 498.21
N 572633  E 1666566
L STATION 220+80.00 10 RIGHT
RR SPIKE BASE 30 INCH PIN OAK
*****
BM31      ELEVATION = 441.44
N 572471  E 1667714
L STATION 232+37.00 68 LEFT
RR SPIKE BASE 36 INCH DOUBLE OAK
*****
BM32      ELEVATION = 485.75
N 572952  E 1668539
Y11 STATION 5+00.00
RR SPIKE BASE 18 INCH OAK
*****
BM33      ELEVATION = 420.47
N 571962  E 1669639
L STATION 252+27.00 3 LEFT
RR SPIKE BASE 24 INCH SWEET GUM
*****

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NOTES:

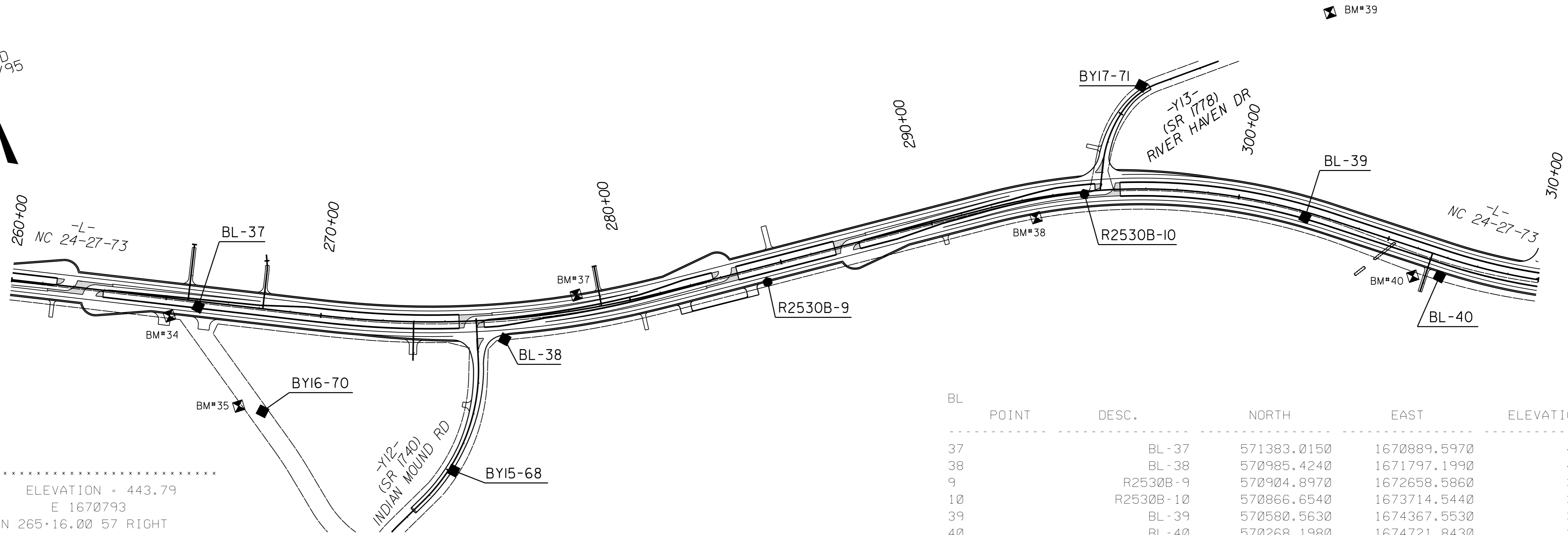
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SURVEY CONTROL SHEET

FINAL



 BM34 ELEVATION = 443.79
 N 571383 E 1670793
 L STATION 265+16.00 57 RIGHT
 CHISELED SQUARE ON W END CONC ISLAND

 BM35 ELEVATION = 421.67
 N 571040 E 1670918
 L STATION 267+71.00 320 RIGHT
 RR SPIKE IN BASE OF PP

 BM36 ELEVATION = 416.45
 N 570183 E 1671016
 Y12 STATION 20+42.00
 CHISELED X ON W FLANGE BOLT ON FH

 BM37 ELEVATION = 409.73
 N 571051 E 1672060
 L STATION 278+31.00 49 LEFT
 RR SPIKE IN BASE 36 INCH OAK

 BM38 ELEVATION = 354.20
 N 570841 E 1673543
 L STATION 293+34.00 62 RIGHT
 RR SPIKE IN BASE OF PP

 BM39 ELEVATION = 343.88
 N 571183 E 1674643
 Y13 STATION 10+00.00
 CHISELED X ON SW FLANGE BOLT ON FH

 BM40 ELEVATION = 305.85
 N 570295 E 1674640
 L STATION 306+12.00 90 RIGHT
 RR SPIKE BASE 40 INCH SYCAMORE

BL	POINT	DESC.	NORTH	EAST	ELEVATION
37		BL-37	571383.0150	1670889.5970	444.61
38		BL-38	570985.4240	1671797.1990	409.55
9		R2530B-9	570904.8970	1672658.5860	389.68
10		R2530B-10	570866.6540	1673714.5440	346.71
39		BL-39	570580.5630	1674367.5530	317.54
40		BL-40	570268.1980	1674721.8430	314.01

BY14	POINT	DESC.	NORTH	EAST	ELEVATION
68		BY15-68	570633.0850	1671512.6760	406.48
69		BY15-69	570417.6310	1671167.8640	414.39
70		BY16-70	571000.3130	1670985.5610	424.58

BY15	POINT	DESC.	NORTH	EAST	ELEVATION
71		BY17-71	571142.5620	1673993.6690	355.98

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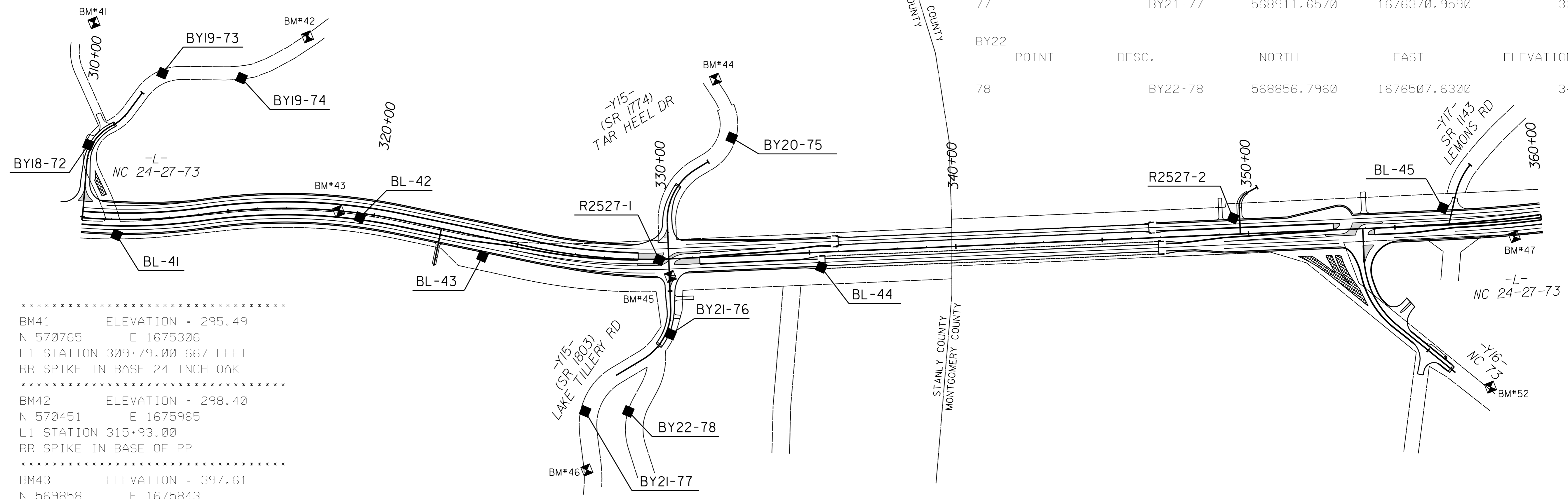
FINAL

BL POINT	DESC.	NORTH	EAST	ELEVATION
41	BL-41	570063.6010	1675109.0850	344.03
42	BL-42	569811.0220	1675902.0750	400.69
43	BL-43	569532.6440	1676241.4920	402.65
201	R2527-1	569298.6460	1676797.2950	360.13
44	BL-44	569069.7110	1677301.8380	328.60
202	R2527-2	568705.1580	1678669.1350	319.17
45	BL-45	568471.8030	1679346.9730	309.28

BY16 POINT	DESC.	NORTH	EAST	ELEVATION
74	BY19-74	570403.1700	1675703.4460	299.51
73	BY19-73	570518.7250	1675459.5300	290.91
72	BY18-72	570385.6300	1675133.8470	323.25

BY17 POINT	DESC.	NORTH	EAST	ELEVATION
75	BY20-75	569593.8290	1677181.8380	348.44
76	BY21-76	569048.1770	1676739.8840	355.71
77	BY21-77	568911.6570	1676370.9590	336.51

BY22 POINT	DESC.	NORTH	EAST	ELEVATION
78	BY22-78	568856.7960	1676507.6300	343.45



 BM41 ELEVATION = 295.49
 N 570765 E 1675306
 L1 STATION 309+79.00 667 LEFT
 RR SPIKE IN BASE 24 INCH OAK

 BM42 ELEVATION = 298.40
 N 570451 E 1675965
 L1 STATION 315+93.00
 RR SPIKE IN BASE OF PP

 BM43 ELEVATION = 397.61
 N 569858 E 1675843
 L1 STATION 315+93.00
 RR SPIKE IN BASE 20 INCH HICKORY

 BM45 ELEVATION = 361.05
 N 569232 E 1676812
 L STATION 330+22.00 60 RIGHT
 CHISELED SQUARE ON N END CONC MEDIAN

 BM47 ELEVATION = 292.23
 N 568291 E 1679538
 L STATION 359+03.00 55 RIGHT
 RR SPIKE IN BASE 24 INCH TULIP POPLAR

 BM46 ELEVATION = 325.92
 N 568723 E 1676302
 Y15 STATION 18+74.00
 RR SPIKE IN BASE 24 INCH BEECH

 BM52 ELEVATION = 293.97
 N 567843 E 1679271
 Y16 STATION 16+20.00
 RR-SPIKE IN BASE OF POWER POLE

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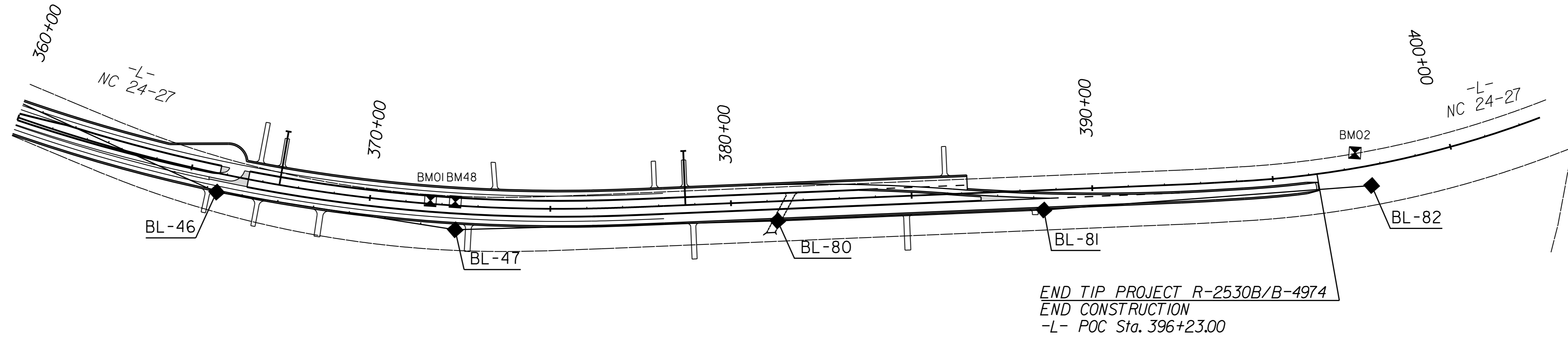
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[HTTPS://CONNECT.NCDOT.GOV/RESOURCES/LOCATION/](https://connect.ncdot.gov/resources/location/)
- THE FILES TO BE FOUND ARE AS FOLLOWS:
 r2530b_ls_baseline.txt
- SITE CALIBRATION INFORMATION HAS NOT BEEN PROVIDED FOR THIS PROJECT.

NOTE: DRAWING NOT TO SCALE

6/2/99

SURVEY CONTROL SHEET

FINAL



BL	POINT	DESC.	NORTH	EAST	ELEVATION
46	BL-46		568147.2220	1680207.5490	298.96
47	BL-47		568087.2440	1680872.5610	313.94
80	BL-80		568171.2720	1681761.0070	332.27
81	BL-81		568250.4300	1682493.5820	349.04
82	BL-82		568378.4230	1683393.9210	354.09

***** BM01 ELEVATION = 306.28 N 568164 E 1680799 L STATION 371+67.00 9 LEFT RR SPIKE IN BASE OF 20 INCH MAPLE *****	***** BM48 ELEVATION = 314.38 N 568165 E 1680868 L STATION 372+36.00 10 LEFT RR SPIKE IN BASE 18 INCH OAK *****	***** BM02 ELEVATION = 350.59 N 568466 E 1683342 L STATION 397+37.00 42 LEFT RR SPIKE IN BASE OF 30 INCH MAPLE *****
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DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "R2527-6"
 WITH NAD 83/95 STATE PLANE GRID COORDINATES OF
 NORTHING: 569291.86(ft) EASTING: 1702362.01(ft)
 ELEVATION: 568.63(ft)
 THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.999852338
 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "R2527-6" TO -L- STATION 19+61.00 IS N73°32'08"W, 52580.22 FEET
 ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
 VERTICAL DATUM USED IS NAVD 88

NOTES:

- INDICATES GEODETIC CONTROL MONUMENTS USED OR SET FOR HORIZONTAL AND VERTICAL PROJECT CONTROL BY THE NCDOT LOCATION AND SURVEYS UNIT.
 PROJECT CONTROL ESTABLISHED USING GNSS (GLOBAL NAVIGATION SATELLITE SYSTEM).

THE CONTROL DATA FOR THIS PROJECT CAN BE FOUND ELECTRONICALLY BY SELECTING PROJECT CONTROL DATA AT:
[HTTPS://CONNECT.NCDOT.GOV/RESOURCES/LOCATION/](https://connect.ncdot.gov/resources/location/)

THE FILES TO BE FOUND ARE AS FOLLOWS:
 r2530b_ls_baseline.txt

SITE CALIBRATION INFORMATION HAS NOT BEEN PROVIDED FOR THIS PROJECT.

NOTE: DRAWING NOT TO SCALE

6/2/99

6/2/99

SURVEY CONTROL SHEET - FINAL

PROJECT REFERENCE NO. R-2530B	SHEET NO. 1C-10
Location and Surveys	

ROW MARKER, IRON PIN AND CAP

ALIGN	STATION	OFFSET	NORTH	EAST
L	19+57.00	-45.00	584238.44662	1651946.80004
L	19+57.00	-29.07	584223.17736	1651942.25621
L	19+73.00	30.88	584161.15977	1651940.49443
L	20+66.00	38.50	584127.32614	1652027.45664
L	21+62.00	42.00	584096.59041	1652118.47100
L	21+77.09	-45.00	584175.67313	1652157.74676
L	25+68.00	-57.55	584076.20609	1652535.99992
L	25+78.00	58.21	583962.39807	1652512.56633
L	26+25.08	-58.00	584060.35856	1652590.83373
L	26+25.08	58.00	583949.17693	1652557.74832
L	29+91.11	-58.00	583925.08240	1652940.48263
L	31+34.82	58.00	583755.85573	1653014.31697
L	33+09.82	54.50	583673.19774	1653168.60270
L	38+50.00	-90.00	583534.61328	1653710.33052
L	38+50.00	-61.50	583509.76550	1653696.37189
L	38+65.00	105.00	583357.25612	1653627.90215
L	38+65.00	54.50	583401.28449	1653652.63578
L	39+02.00	-71.50	583493.01578	1653746.60583
L	39+02.00	-90.00	583509.14499	1653755.66667
L	39+32.00	105.00	583324.44120	1653686.31602
L	39+32.00	66.50	583358.00738	1653705.17236
L	42+11.00	66.50	583221.36018	1653948.41820
L	42+55.46	-71.50	583319.89965	1654054.77005
L	43+64.35	-71.50	583266.56905	1654149.70392
L	43+66.66	54.50	583155.58478	1654090.00612
L	44+33.71	-71.50	583232.59557	1654210.18015
L	44+33.71	54.50	583122.74459	1654148.46497
L	51+82.17	-71.50	582957.50602	1654884.98845
L	52+25.00	110.00	582771.00778	1654880.87806
L	52+25.00	54.50	582824.80883	1654894.50515
L	53+00.00	-96.00	582953.75758	1655002.05094
L	53+33.69	110.00	582745.32664	1654990.58181
L	53+62.91	-130.00	582973.81772	1655069.61142
L	53+90.00	110.00	582733.48707	1655045.63263
L	53+90.00	54.50	582787.74641	1655057.30198
L	54+75.00	-130.00	582950.25008	1655179.19458
L	54+75.00	-75.50	582896.96838	1655167.73549
L	56+13.00	-75.50	582867.95270	1655302.65061
L	57+29.00	-75.50	582843.56270	1655416.05753
L	60+80.00	-75.50	582769.76194	1655759.21121
L	61+67.00	-72.50	582748.53650	1655843.63561
L	63+54.00	-54.00	582691.13170	1656022.56560
L	63+54.00	-72.50	582709.21815	1656026.45538
L	66+25.00	54.50	582528.07705	1656264.69455
L	68+68.00	65.50	582466.23011	1656499.94964
L	68+70.00	-54.00	582582.63827	1656527.03083
L	69+80.00	-54.00	582559.50982	1656634.57187
L	69+96.00	54.50	582450.07111	1656627.40115
L	72+26.60	-75.50	582528.67871	1656880.18327
L	72+26.78	-54.00	582507.62120	1656875.83999
L	80+00.00	54.50	582238.97149	1657608.95754
L	81+00.00	-75.50	582345.03959	1657734.05574
L	89+26.00	54.50	582044.27203	1658514.25756
L	89+26.00	90.00	582009.56561	1658506.79338
L	89+26.00	158.00	581943.08569	1658492.49579
L	90+30.00	-75.50	582149.49910	1658643.26634
L	90+38.00	160.00	581917.58144	1658601.57161
L	90+38.00	90.00	581986.01665	1658616.28971
L	91+40.97	141.90	581913.62496	1658706.04517
L	91+50.00	-85.00	582133.46718	1658762.90506
L	93+05.00	110.00	581906.54433	1658864.10708
L	93+25.00	-85.00	582087.87386	1658938.53503
L	93+25.00	-105.00	582107.02610	1658944.29626
L	94+19.00	54.50	581926.05781	1658985.65658
L	94+19.00	110.00	581873.61119	1658967.50165
L	97+25.00	54.50	581809.80121	1659260.58172
L	97+55.00	-105.00	581937.92628	1659360.29666

ROW MARKER, IRON PIN AND CAP

ALIGN	STATION	OFFSET	NORTH	EAST
L	98+15.00	-105.00	581908.22472	1659415.57135
L	98+92.00	105.00	581687.86354	1659377.40162
L	101+00.00	105.00	581578.27458	1659542.78211
L	101+60.00	105.00	581543.91573	1659588.57205
L	102+75.00	-105.00	581634.42125	1659810.16441
L	103+35.00	-105.00	581593.03828	1659857.33351
L	106+19.00	-105.00	581381.08732	1660065.14530
L	106+79.00	-105.00	581333.11134	1660105.59008
L	106+80.00	105.00	581199.13411	1659943.87706
L	107+07.46	105.00	581178.77751	1659960.36885
L	107+07.46	-120.00	581319.36205	1660136.04181
L	107+07.46	-105.00	581309.98974	1660124.33028
L	107+40.00	105.00	581153.36958	1659980.70187
L	107+91.00	-120.00	581254.13491	1660188.24066
L	108+73.00	105.00	581049.52735	1660063.80295
L	108+97.00	-120.00	581171.37343	1660254.47159
L	109+33.00	105.00	581002.68122	1660101.29216
L	110+20.00	105.00	580934.75434	1660155.65151
L	111+23.00	105.00	580854.33517	1660220.00798
L	111+49.00	-120.00	580974.61971	1660411.92627
L	112+09.00	-120.00	580927.77359	1660449.41548
L	112+89.00	105.00	580724.72756	1660323.72813
L	113+49.00	105.00	580677.88144	1660361.21734
L	115+14.00	105.00	580549.05460	1660464.31266
L	116+10.00	105.00	580474.10080	1660524.29539
L	117+28.00	-120.00	580522.55463	1660773.69713
L	118+30.00	-143.00	580457.28708	1660855.38647
L	118+80.00	105.00	580263.29325	1660692.99683
L	118+91.00	-120.00	580395.28933	1660875.54282
L	119+50.00	145.00	580183.64663	1660705.50350
L	121+27.90	105.00	580069.73681	1660847.89285
L	121+27.90	-120.00	580210.32134	1661023.56581
L	123+50.00	-150.00	580048.20412	1661187.23548
L	124+07.90	-150.00	579997.70260	1661223.04161
L	124+07.90	105.00	579853.10781	1661013.00032
L	124+34.00	-150.00	579974.44472	1661238.82423
L	124+94.00	-150.00	579920.17991	1661273.91954
L	130+43.98	105.00	579310.95564	1661267.84301
L	130+43.98	-150.00	579380.41901	1661513.19957
L	132+17.00	-110.00	579194.95183	1661517.57094
L	133+23.86	-110.00	579089.25547	1661539.81483
L	133+23.98	105.00	579045.59625	1661329.29583
L	135+47.00	-110.00	578870.73485	1661585.00349
L	138+00.00	-145.00	578630.06415	1661670.51147
L	139+62.00	-145.00	578471.42050	1661703.31686
L	139+69.00	105.00	578413.93992	1661459.91393
L	140+27.55	115.00	578354.57795	1661461.97763
L	140+29.53	105.00	578354.66860	1661472.17045
L	142+68.00	-110.00	578164.67270	1661731.00774
L	143+28.00	-110.00	578105.91579	1661743.15788
L	143+49.00	115.00	578039.78783	1661527.07203
L	144+09.00	115.00	577981.03092	1661539.22218
L	144+53.00	145.00	577931.86745	1661518.75383
L	145+52.00	-110.00	577886.55667	1661788.51842
L	145+55.00	120.00	577837.04327	1661563.89112
L	146+12.00	-110.00	577827.79977	1661800.66857
L	147+45.00	120.00	577650.97974	1661602.36658
L	148+00.63	-110.00	577643.08020	1661838.86611
L	148+05.00	120.00	577592.22283	1661614.51673
L	148+10.18	-130.00	577637.77682	1661860.38591
L	151+62.00	-130.00	577293.24485	1661931.63053
L	151+70.00	120.00	577234.78499	1661688.43011
L	152+30.00	120.00	577176.02808	1661700.58025
L	152+89.25	120.00	577118.00247	1661712.57918
L	154+34.90	-120.00	577023.97386	1661977.10061
L	154+39.80	125.00	576969.56155	1661738.16905
L	155+50.00	123.47	576860.61152	1661762.73082

UTM WGS 84 / NAD 83 / UTM
Zone 18N
Datum: NAD 83
Units: Meter
Projection: UTM
Scale: 1:10000
Contour Interval: 5
Elevation: 50

SURVEY CONTROL SHEET - FINAL

PERMANENT EASEMENT MARKER, IRON PIN AND CAP

ALIGN	STATION	OFFSET	NORTH	EAST
L	38+02.00	-61.50	583533.27479	1653654.52319
L	38+02.00	-70.00	583540.68550	1653658.68628
L	38+22.00	-61.50	583523.47929	1653671.96017
L	38+22.00	-70.00	583530.89000	1653676.12326
L	38+36.00	75.00	583397.61508	1653617.31179
L	38+36.00	54.50	583415.48798	1653627.35217
L	38+47.00	87.00	583381.76535	1653621.02482
L	38+47.00	75.00	583392.22754	1653626.90212
L	38+56.00	75.00	583387.81752	1653634.75334
L	38+56.00	54.50	583405.69491	1653644.78478
L	38+65.00	87.00	583372.94940	1653636.71810
L	39+45.00	77.00	583342.48590	1653711.36376
L	40+13.00	220.00	583184.50681	1653700.61167
L	40+13.00	115.00	583276.05094	1653752.03804
L	40+60.00	66.50	583295.31619	1653816.76902
L	40+60.00	220.00	583161.48739	1653741.58857
L	40+60.00	79.00	583284.41808	1653810.64683
L	42+23.00	83.00	583201.09737	1653950.79911
L	42+23.00	96.00	583189.76334	1653944.43203
L	42+42.50	100.17	583176.57461	1653959.39020
L	42+49.00	-71.50	583323.06388	1654049.13740
L	43+66.76	85.29	583128.68962	1654075.00875
L	44+65.89	87.56	583077.85535	1654161.22958
L	45+00.00	-71.50	583201.52992	1654266.93963
L	45+00.00	-80.00	583209.03081	1654270.93797
L	45+21.98	198.57	582952.25205	1654160.62395
L	45+29.13	89.44	583045.52675	1654217.78172
L	45+30.56	198.27	582948.29246	1654168.87424
L	47+03.00	100.00	582957.85153	1654374.57318
L	47+03.00	113.00	582945.99237	1654369.24774
L	47+14.00	113.00	582941.33560	1654379.66894
L	47+14.00	101.00	582952.30047	1654384.54456
L	49+16.00	-71.50	583035.92775	1654637.36796
L	49+59.00	106.00	582854.24410	1654618.23748
L	49+59.00	94.00	582865.57015	1654622.20238
L	49+69.00	94.00	582862.17877	1654631.94216
L	49+69.00	106.00	582850.83956	1654628.01503
L	51+31.00	-71.50	582970.87154	1654836.85908
L	51+97.65	-75.00	582957.00992	1654900.48143
L	52+25.00	90.00	582790.39555	1654885.78872
L	53+90.00	96.00	582747.17411	1655048.57625
L	56+55.00	81.00	582706.12027	1655310.80627
L	56+57.00	94.00	582692.99036	1655310.02820
L	56+65.00	81.00	582704.01768	1655320.58273
L	56+67.00	93.00	582691.86542	1655320.01491
L	59+74.00	90.00	582630.24897	1655620.78295
L	59+74.00	54.50	582664.95539	1655628.24713
L	59+74.02	82.94	582637.14715	1655622.28810
L	59+94.00	54.50	582660.75022	1655647.80005
L	59+94.00	83.00	582632.88731	1655641.80768
L	59+94.00	90.00	582626.04379	1655640.33587
L	61+52.00	97.00	582585.97942	1655793.33210
L	61+52.00	85.00	582597.71117	1655795.85520
L	61+64.00	85.00	582595.18806	1655807.58695
L	61+64.00	97.00	582583.45631	1655805.06385
L	63+21.00	-93.00	582736.19868	1655998.50745
L	63+21.00	-72.50	582716.15708	1655994.19122
L	63+54.00	-93.00	582729.26084	1656030.76666
L	63+54.00	-67.00	582703.84220	1656025.29920
L	65+81.00	99.00	582493.82319	1656212.32163
L	65+81.00	86.00	582506.53259	1656215.05499
L	65+94.00	86.00	582503.79922	1656227.76439
L	65+94.00	99.00	582491.08983	1656225.03103
L	66+74.00	125.00	582448.85035	1656297.77597
L	66+74.00	86.00	582486.97854	1656305.97605
L	66+74.00	56.72	582515.60586	1656312.13282

PERMANENT EASEMENT MARKER, IRON PIN AND CAP

ALIGN	STATION	OFFSET	NORTH	EAST
L	67+00.00	125.00	582443.38363	1656323.19476
L	67+07.00	86.00	582480.04000	1656338.23836
L	67+12.00	58.44	582505.93432	1656348.92168
L	68+78.08	-64.00	582590.71534	1656537.03508
L	68+90.80	87.00	582440.41725	1656517.71746
L	69+73.84	-64.00	582570.58072	1656630.65564
L	70+66.00	54.50	582435.35301	1656695.83636
L	70+78.00	54.50	582432.82991	1656707.56810
L	70+95.00	98.00	582386.72792	1656715.04183
L	71+04.00	93.00	582389.72382	1656724.89194
L	71+05.64	-71.00	582549.71285	1656760.97798
L	71+05.70	-64.00	582542.85677	1656759.56454
L	71+05.78	-54.00	582533.06272	1656757.54376
L	71+74.00	-71.00	582535.33963	1656827.80956
L	71+74.00	-64.00	582528.49611	1656826.33775
L	71+74.00	-54.00	582518.71965	1656824.23516
L	72+26.70	-64.00	582517.41548	1656877.85968
L	73+24.00	54.50	582381.10630	1656948.06897
L	73+24.00	89.00	582347.37864	1656940.81947
L	74+12.00	90.00	582327.89711	1657026.63762
L	74+12.00	54.50	582362.60354	1657034.10180
L	74+38.00	90.00	582322.43039	1657052.05642
L	75+60.00	54.50	582331.48527	1657178.79338
L	75+60.00	80.00	582306.55530	1657173.43179
L	76+50.00	76.00	582291.54261	1657262.26095
L	84+79.00	54.50	582138.25762	1658077.24988
L	84+84.00	95.00	582097.61168	1658073.62264
L	85+00.00	54.50	582133.84219	1658097.78044
L	85+05.00	95.00	582093.19625	1658094.15320
L	88+02.00	54.50	582070.34410	1658393.02948
L	88+02.00	95.00	582030.74944	1658384.51400
L	88+27.00	54.50	582065.08764	1658417.47062
L	88+27.00	95.00	582025.49298	1658408.95515
L	88+90.00	54.50	582051.84134	1658479.06231
L	88+90.00	95.00	582012.24669	1658470.54684
L	89+26.00	95.00	582004.67738	1658505.74208
L	90+38.00	101.00	581975.26254	1658613.97686
L	90+72.00	116.00	581953.44906	1658644.06294
L	90+75.00	108.65	581960.00430	1658648.54135
L	94+19.00	99.00	581884.00601	1658971.09993
L	95+60.00	83.00	581850.75014	1659103.29806
L	96+10.00	54.50	581857.79266	1659159.10672
L	96+10.00	82.00	581832.64536	1659147.97734
L	96+40.00	54.50	581845.76539	1659185.80885
L	96+40.00	82.00	581820.76604	1659174.35099
L	97+77.81	72.00	581770.62650	1659298.11225
L	98+82.00	-105.00	581873.35964	1659476.35102
L	98+82.00	-125.00	581890.56060	1659486.55530
L	99+24.00	-125.00	581867.61386	1659524.43966
L	99+24.00	-105.00	581850.60295	1659513.92164
L	100+15.00	105.00	581624.87052	1659476.40667
L	103+35.00	-126.00	581608.64135	1659871.38855
L	103+55.00	-105.00	581578.97108	1659872.81360
L	103+55.00	-126.00	581594.45080	1659887.00438
L	103+69.00	107.00	581413.65109	1659739.36432
L	106+85.00	116.00	581188.48505	1659938.37769
L	107+27.00	-120.00	581304.09866	1660148.25326
L	107+27.00	-125.00	581307.22289	1660152.15734
L	107+48.00	-120.00	581287.70412	1660161.37647
L	107+48.00	-125.00	581290.83025	1660165.28293
L	119+00.00	116.43	580240.53707	1660696.57017
L	120+77.00	116.45	580102.33048	1660807.15018
L	123+48.00	114.00	579894.29338	1660972.73249
L	123+61.00	-159.00	580044.00632	1661201.39568
L	123+71.00	-159.00	580035.31950	1661207.63468
L	124+47.00	-150.00	579962.77963	1661246.57001
L	124+52.00	-185.00	579977.46750	1661278.79974
L	124+72.00	-161.00	579946.13810	1661270.50690

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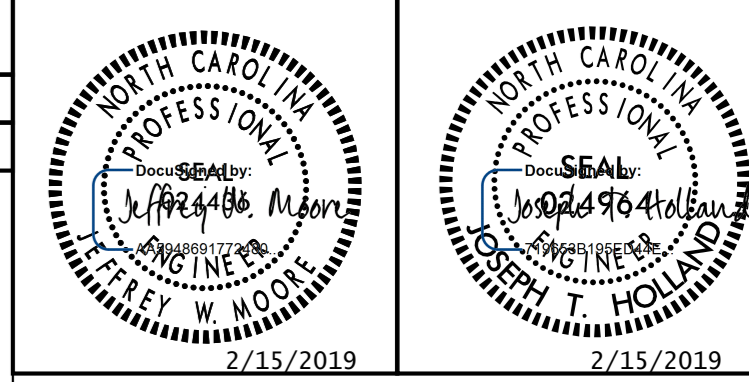
- NOTES:**
- FOR FILL OR CUT SLOPE HEIGHTS < 5', USE 4:1 SLOPES
FOR FILL OR CUT SLOPE HEIGHTS 5' < 10', USE 3:1 SLOPES
FOR FILL OR CUT SLOPE HEIGHTS > 10', USE 2:1 SLOPES
STEEPEN SLOPES FROM -L- STA 21+42.27 TO 21+71.38 (RT)
TO AVOID DUMPSTER FACILITY
 - ALL DRIVEWAYS, UP TO THE RADIUS POINT, SHALL BE
CONSTRUCTED WITH THE FULL-DEPTH PAVEMENT DESIGN
OF THE INTERSECTING ROADWAY (APPLIES FROM -L- STA
19+61.00 TO 100+17.46)
 - REMOVE AND REPLACE EXISTING PAVEMENT FROM
-L- STA 75+55.00 TO 78+88.00 (LT)
 - USE ASPHALT CONCRETE BASE COURSE (E3) SECTION
WHERE PAVEMENT WIDENING < 8'
 - MATCH 8' BERM SECTION ON TYPICAL SECTION NO.2B
 - TIE TO EXISTING EDGE OF PAVEMENT
(SEE TRANSPORTATION MANAGEMENT PLANS)
 - BEGIN CHEMICAL STABILIZATION (K1) AND GEOTEXTILE FOR
SOIL STABILIZATION (N2) AT -L- STA.30+00.00
 - PAVEMENT EDGE SLOPES UNLESS OTHERWISE INDICATED

Kimley Horn
421 FAYETTEVILLE STREET, SUITE 600
RALEIGH, NC 27601

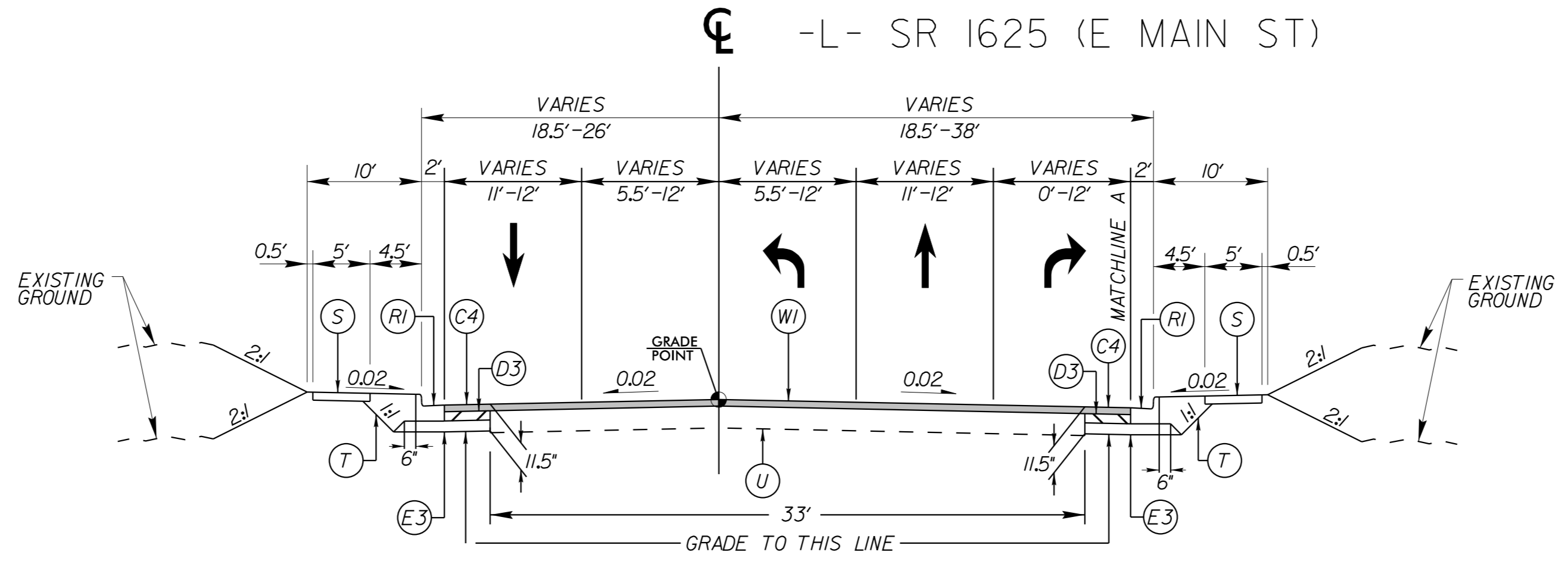
PROJECT REFERENCE NO. R-2530B
SHEET NO. 2A-1

ROADWAY DESIGN ENGINEER
PAVEMENT DESIGN ENGINEER

RIGHT-OF-WAY REV.
CONST. REV.

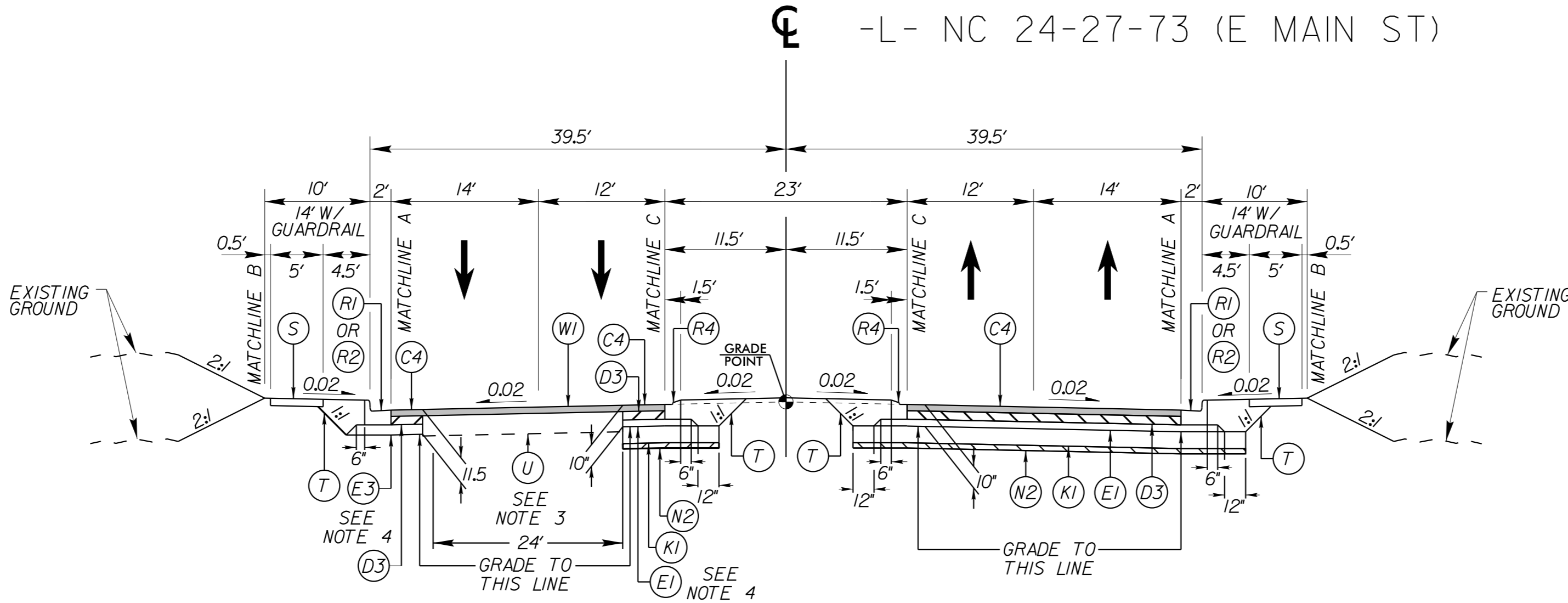


DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



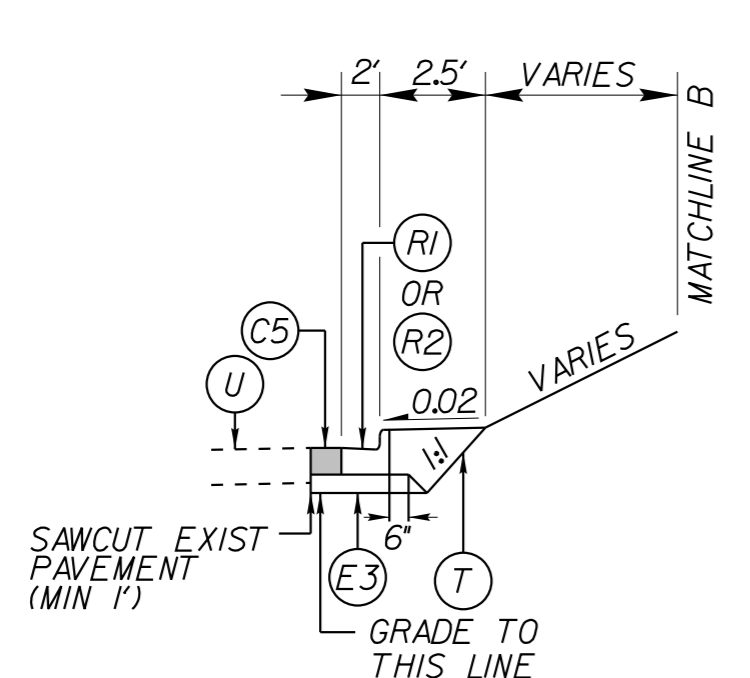
TYPICAL SECTION NO. 1

-L- STA 19+61.00 TO 24+13.01



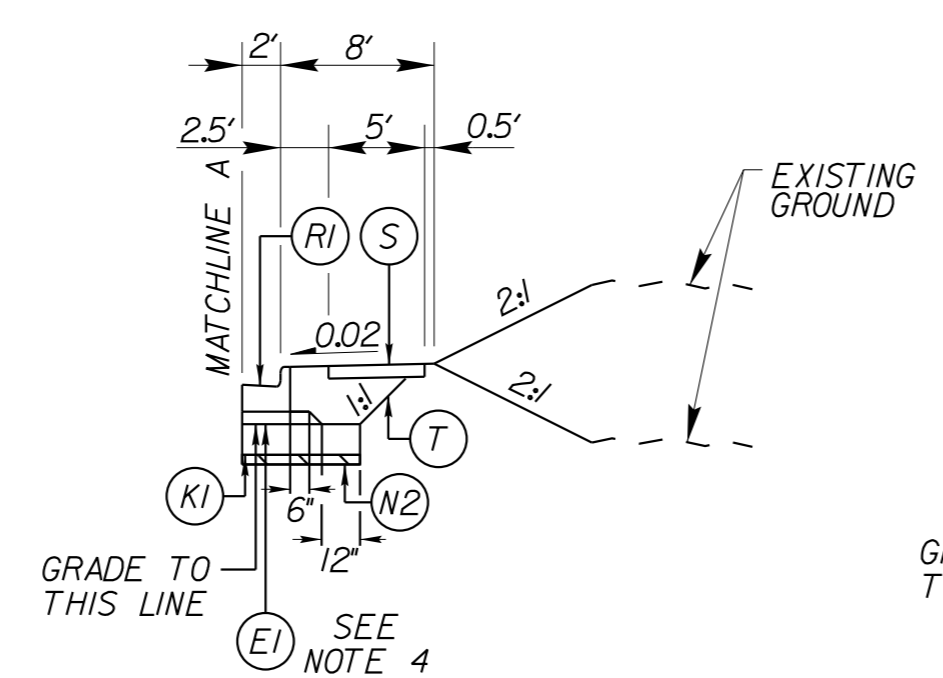
TYPICAL SECTION NO. 2

-L- STA 24+13.01 TO 42+19.78 (BEGIN ROUNDABOUT) (SEE NOTE 7)
-L- STA 43+46.26 (END ROUNDABOUT) TO 100+17.46 (LT)
-L- STA 43+46.26 (END ROUNDABOUT) TO 97+14.44 (RT)



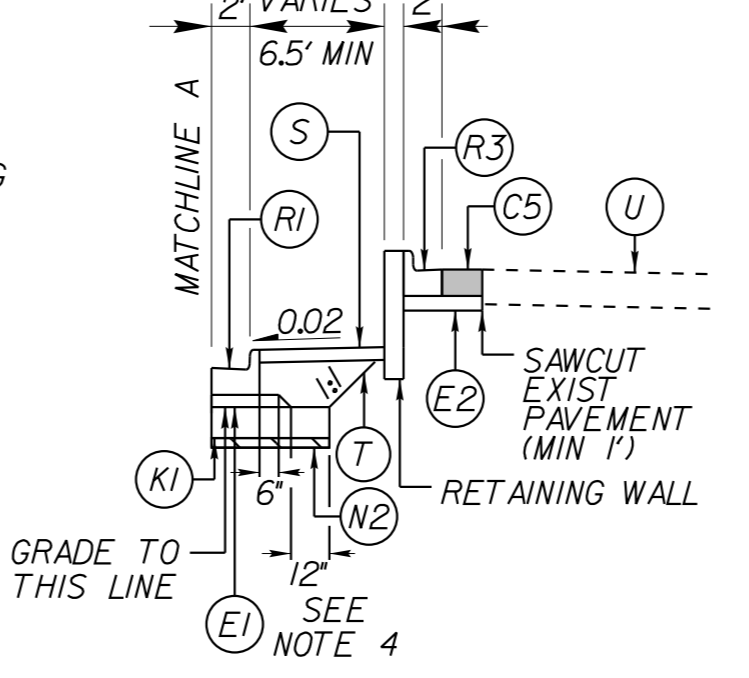
TYPICAL SECTION NO. 2A

-L- STA 19+61.00 TO 19+75.40 (RT)
-L- STA 20+31.33 TO 21+17.08 (RT) (SEE NOTE 5)
-L- STA 25+68.34 TO 26+01.00 (LT)
-L- STA 26+46.88 TO 27+11.26 (LT)
-L- STA 29+10.81 TO 30+05.42 (LT)
-L- STA 37+04.90 TO 38+47.39 (RT)
-L- STA 69+81.00 TO 70+49.00 (RT)
-L- STA 94+48.00 TO 95+49.00 (RT)



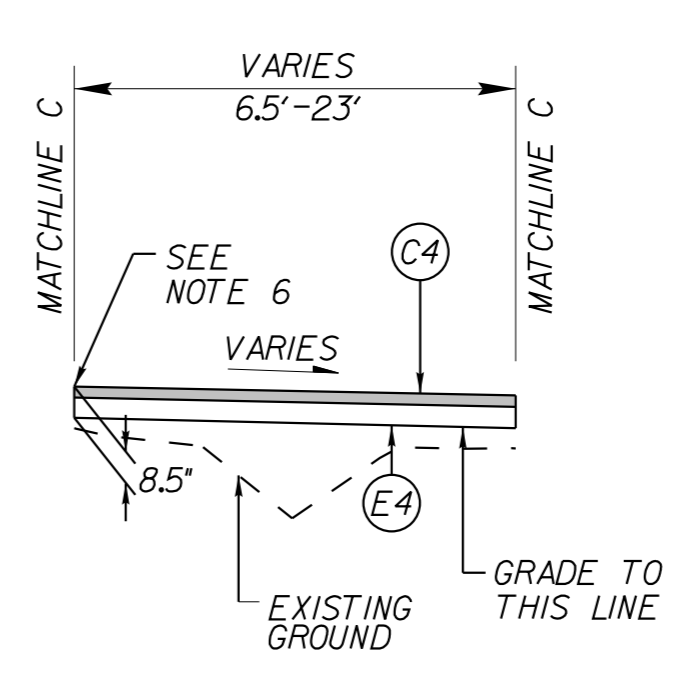
TYPICAL SECTION NO. 2B

-L- STA 21+17.08 TO 22+93.61 (RT)
-L- STA 65+73.38 TO 71+07.22 (LT)



TYPICAL SECTION NO. 2C

-L- STA 30+12.00 TO 32+35.00 (RT)



TYPICAL SECTION NO. 2D

TEMPORARY WIDENING
-L- STA 30+75.00 TO 31+45.00
-L- STA 32+25.00 TO 33+00.00 (SEE NOTE 6)
-L- STA 33+00.00 TO 33+40.00
-L- STA 34+40.00 TO 35+20.00 (SEE NOTE 6)
-L- STA 36+25.00 TO 37+20.00 (SEE NOTE 6)
-L- STA 41+40.00 TO 41+97.58 (SEE NOTE 6)
-L- STA 43+70.62 TO 44+30.00

PAVEMENT SCHEDULE
(FINAL PAVEMENT DESIGN)

A1	PROPOSED 8" PORTLAND CEMENT CONCRETE PAVEMENT (WITHOUT DOWELS)
C1	PROPOSED APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C2	PROPOSED APPROX. 2.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C3	PROPOSED APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C4	PROPOSED APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C5	PROPOSED VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT TO EXCEED 15" IN DEPTH.
C6	PROPOSED VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 15" OR GREATER THAN 2" IN DEPTH.
D1	PROPOSED APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I9.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
D2	PROPOSED APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I9.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
D3	PROPOSED APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I9.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D4	PROPOSED VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I9.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 25" OR GREATER THAN 4" IN DEPTH.
E1	PROPOSED APPROX. 3" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
E2	PROPOSED APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E3	PROPOSED APPROX. 4.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 513 LBS. PER SQ. YD.
E4	PROPOSED APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
E5	PROPOSED VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 3" OR GREATER THAN 5.5" IN DEPTH.
J1	PROPOSED 4" AGGREGATE BASE COURSE
J2	PROPOSED 6" AGGREGATE BASE COURSE
K1	PROPOSED CHEMICAL STABILIZATION (SOIL-CEMENT BASE/LIME-TREATED SOIL), 7" BASE TREATED WITH CEMENT AT A RATE OF 56 LBS. PER SQ. YD. OR 8" SOIL TREATED WITH LIME (SLURRY METHOD) AT A RATE OF 24 LBS. PER SQ. YD.
K2	PROPOSED 8" CLASS IV SUBGRADE STABILIZATION
L	SELECT GRANULAR MATERIAL, CLASS III
N1	GEOTEXTILE FOR PAVEMENT STABILIZATION (SEE SHEET 36-11)
N2	GEOTEXTILE FOR SOIL STABILIZATION
P	PRIME COAT AT THE RATE OF 0.35 GAL. PER SQ. YD.
R1	PROPOSED 2'-6" CONCRETE CURB & GUTTER
R2	SPECIAL 2'-6" CONCRETE CURB & GUTTER (SPILL CURB) (SEE SHEET 2C-9)
R3	PROPOSED 2" CONCRETE CURB & GUTTER (SEE SHEET 2C-11)
R4	PROPOSED 1'-6" CONCRETE CURB & GUTTER
R5	PROPOSED 8" X 18" CONCRETE CURB
R6	PROPOSED SHOULDER BERM GUTTER
R7	PROPOSED 5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
S	PROPOSED 4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W1	WEDGING DETAIL FOR RESURFACING
W2	WEDGING DETAIL FOR RESURFACING
W3	WEDGING DETAIL FOR RESURFACING

REVISIONS

2/15/2019

5/14/1999

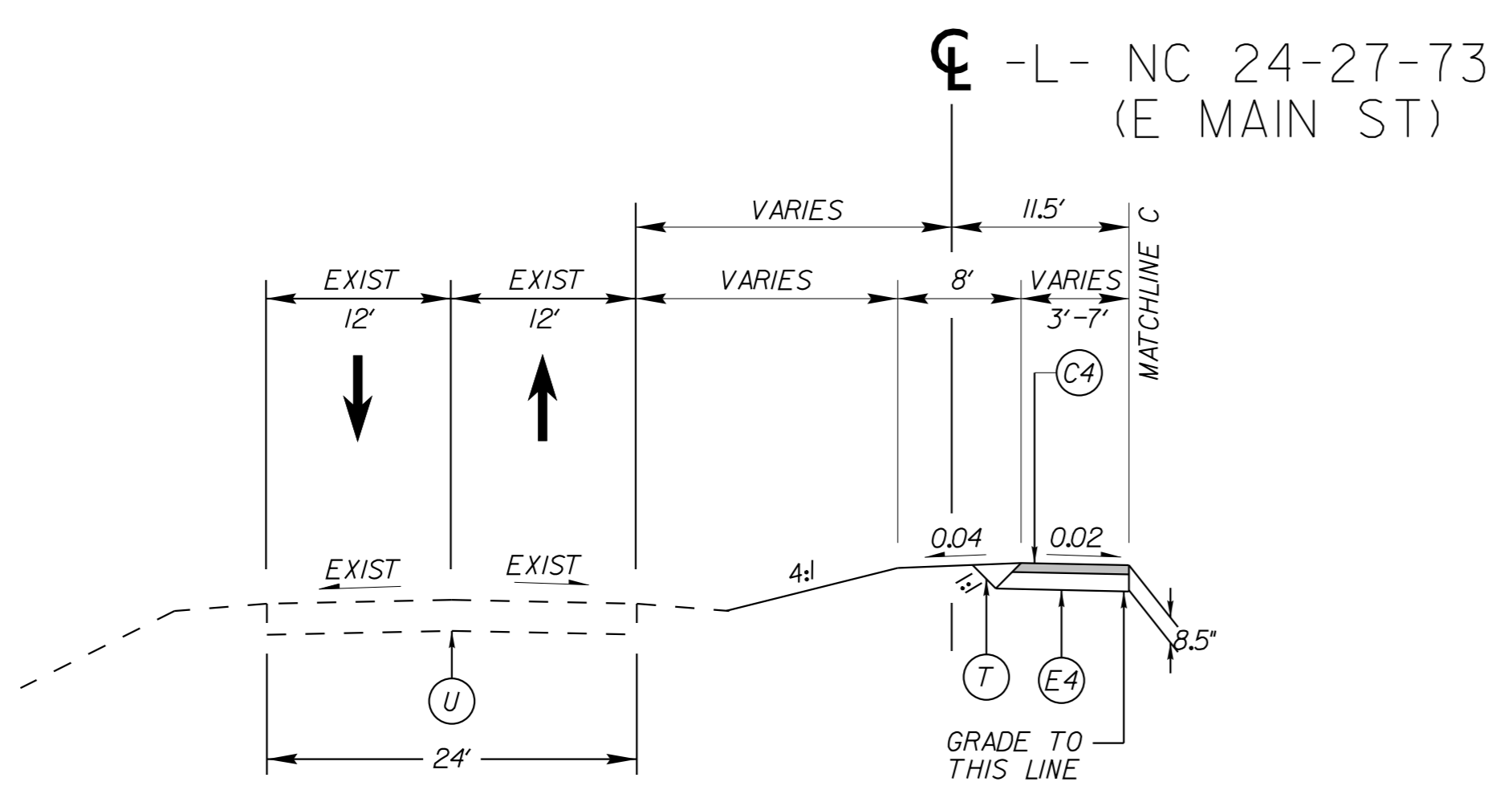
Kimley Horn
 421 FAYETTEVILLE STREET, SUITE 600
 RALEIGH, NC 27601

PROJECT REFERENCE NO. R-2530B	SHEET NO. 2A-2
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

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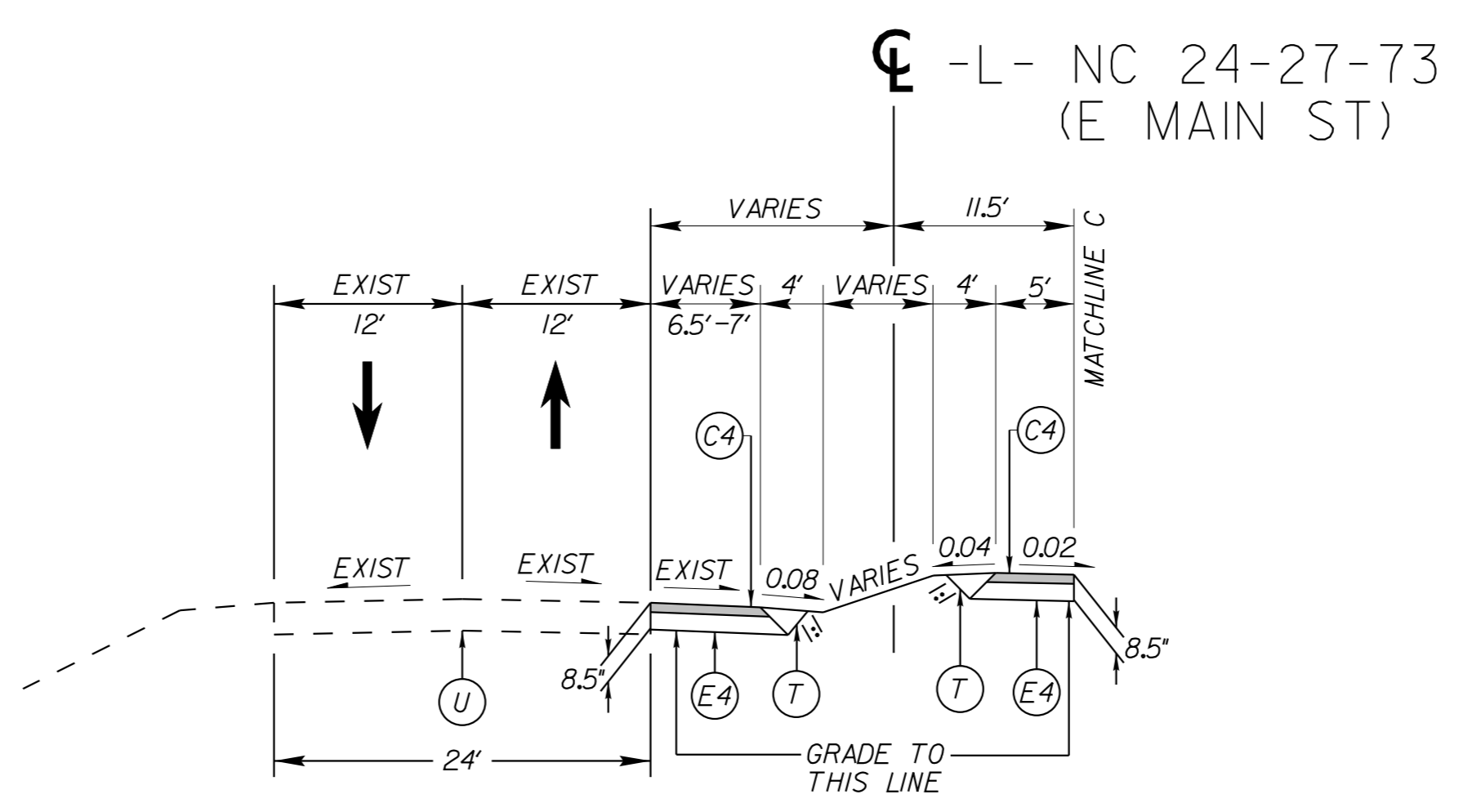
PAVEMENT SCHEDULE
(FINAL PAVEMENT DESIGN)

A1	8" CONCRETE PAVEMENT
C1	15" S9.5B
C2	2.5" S9.5B
C3	3" S9.5B
C4	3" S9.5C
C5	VAR. DEPTH S9.5B
C6	VAR. DEPTH S9.5C
D1	2.5" I19.0C
D2	3" I19.0C
D3	4" I19.0C
D4	VAR. DEPTH I19.0C
E1	3" B25.0C
E2	4" B25.0C
E3	4.5" B25.0C
E4	5.5" B25.0C
E5	VAR. DEPTH B25.0C
J1	4" AGGREGATE BASE COURSE
J2	6" AGGREGATE BASE COURSE
K1	CHEMICAL STABILIZATION (7" SOIL-CEMENT BASE/8" LIME-TREATED SOIL)
K2	8" CLASS IV SUBGRADE STABILIZATION
L	SELECT GRANULAR MATERIAL CLASS III
N1	GEOTEXTILE FOR PAVEMENT STABILIZATION
N2	GEOTEXTILE FOR SOIL STABILIZATION
P	PRIME COAT
R1	2'-6" CONCRETE CURB & GUTTER
R2	SPECIAL 2'-6" CONCRETE CURB & GUTTER (SPILL CURB)
R3	2" CONCRETE CURB & GUTTER
R4	1'-6" CONCRETE CURB & GUTTER
R5	8" X 18" CONCRETE CURB
R6	SHOULDER BERM GUTTER
R7	5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
S	4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W1	WEDGING
W2	WEDGING
W3	WEDGING



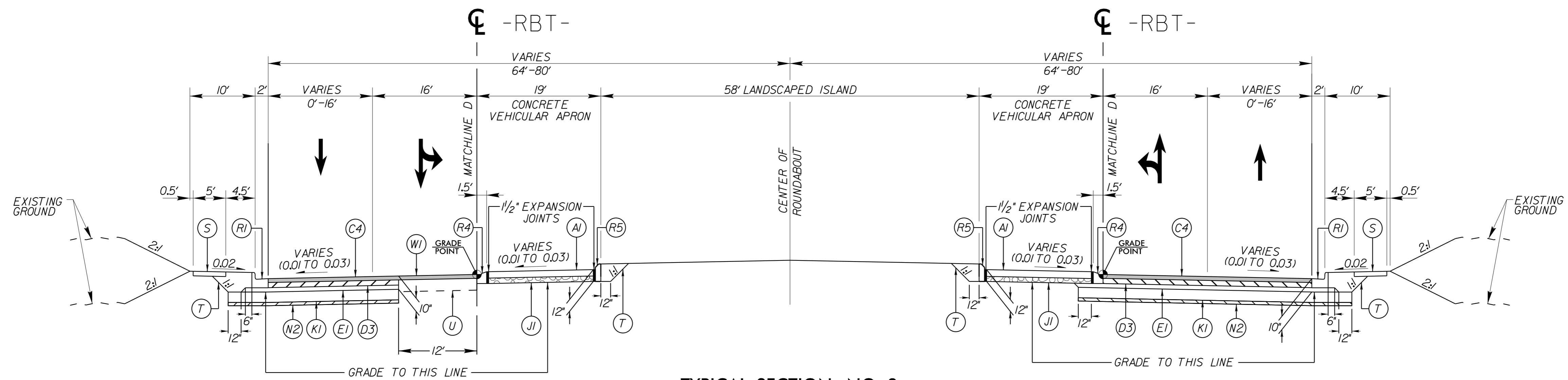
TYPICAL SECTION NO. 2E
TEMPORARY WIDENING

- L- STA 37+20.00 TO 38+18.00 (LT-MED) (SEE NOTE 1)
- L- STA 40+00.00 TO 41+40.00 (RT-MED)
- L- STA 51+40.00 TO 54+70.00 (RT-MED)
- L- STA 91+60.00 TO 91+95.00 (LT-MED) (SEE NOTE 1)
- L- STA 95+20.00 TO 96+25.00 (RT-MED)



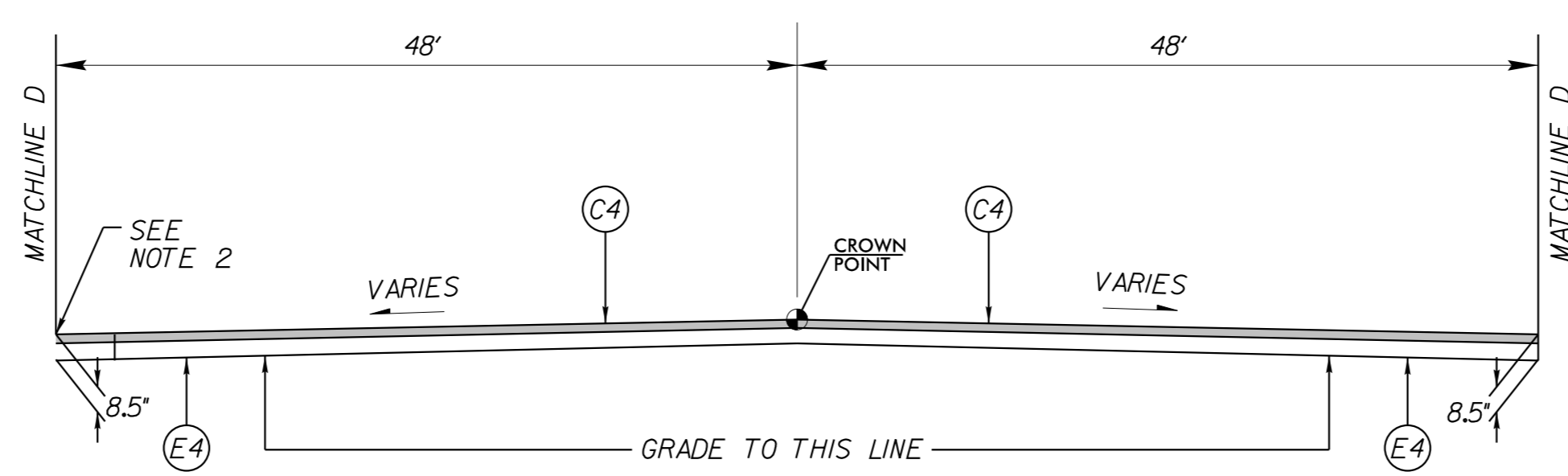
TYPICAL SECTION NO. 2F
TEMPORARY WIDENING

- L- STA 38+18.00 TO 40+00.00 (SEE NOTE 1)
- L- STA 91+95.00 TO 95+20.00 (SEE NOTE 1)



TYPICAL SECTION NO. 3

- RBT- STA 10+00.00 TO 13+01.59
- L- STA 42+19.78 TO 43+46.26



TYPICAL SECTION NO. 3A
TEMPORARY WIDENING

- RBT- STA 10+36.33 TO 12+33.38
- L- STA 42+40.38 TO 43+25.45

- NOTES:
- TIE TO EXISTING EDGE OF PAVEMENT AND MATCH EXISTING CROSS-SLOPE OF ADJACENT TRAVEL LANE (SEE TRANSPORTATION MANAGEMENT PLANS)
 - TIE TO EXISTING EDGE OF PAVEMENT FROM -RBT- STA 10+00.00 TO 10+36.33 (LT) AND FROM -RBT- STA 12+33.38 TO 13+01.59 (LT) (SEE TRANSPORTATION MANAGEMENT PLANS)
 - PAVEMENT EDGE SLOPES 1:1 UNLESS OTHERWISE INDICATED

2/14/2019

REVISIONS

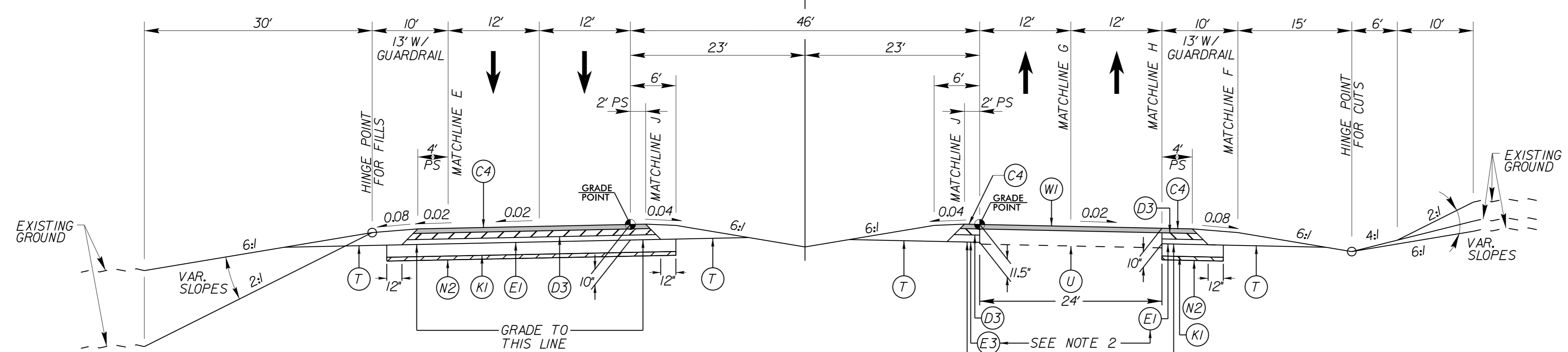
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-L- NC 24-27-73

Kimley Horn
 421 FAYETTEVILLE STREET, SUITE 600
 RALEIGH, NC 27601

PROJECT REFERENCE NO. R-2530B	SHEET NO. 2A-3
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

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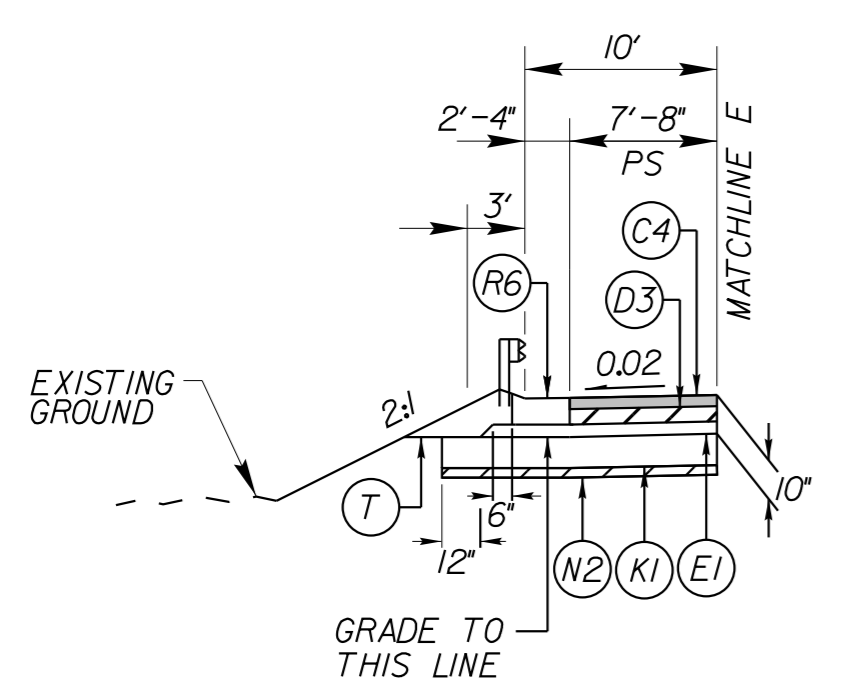


TYPICAL SECTION NO. 4

- L- STA 100+17.46 TO 335+05.94 (LT)
- L- STA 97+14.44 TO 333+58.94 (RT)
- L- STA 347+37.21 TO 386+54.70 (LT)
- L- STA 348+84.21 TO 386+54.70 (RT)

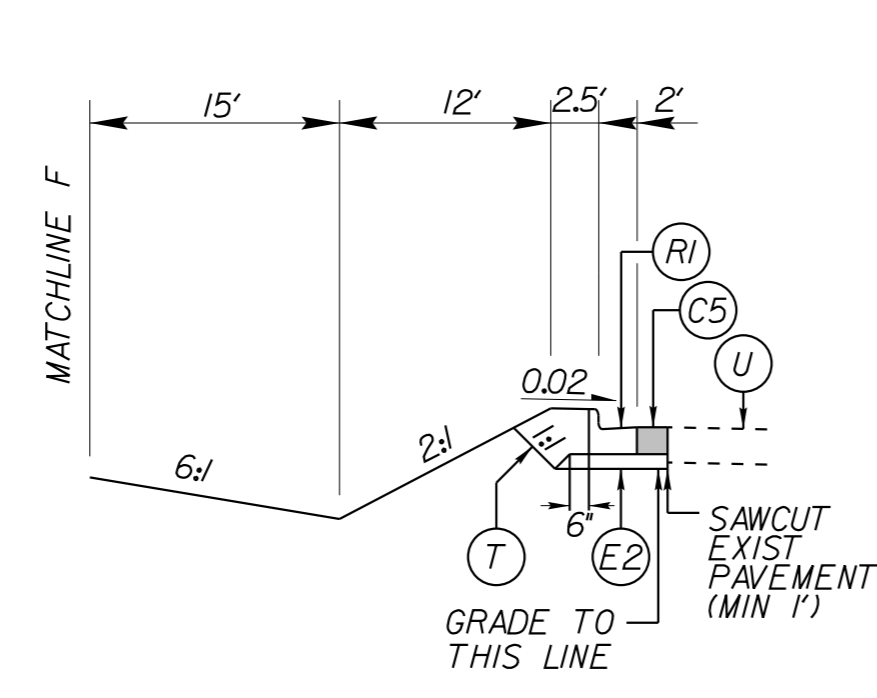
PAVEMENT SCHEDULE
(FINAL PAVEMENT DESIGN)

A1	8" CONCRETE PAVEMENT
C1	1.5" S9.5B
C2	2.5" S9.5B
C3	3" S9.5B
C4	3" S9.5C
C5	VAR. DEPTH S9.5B
C6	VAR. DEPTH S9.5C
D1	2.5" I19.0C
D2	3" I19.0C
D3	4" I19.0C
D4	VAR. DEPTH I19.0C
E1	3" B25.0C
E2	4" B25.0C
E3	4.5" B25.0C
E4	5.5" B25.0C
E5	VAR. DEPTH B25.0C
J1	4" AGGREGATE BASE COURSE
J2	6" AGGREGATE BASE COURSE
K1	CHEMICAL STABILIZATION (7" SOIL-CEMENT BASE/8" LIME-TREATED SOIL)
K2	8" CLASS IV SUBGRADE STABILIZATION
L	SELECT GRANULAR MATERIAL CLASS III
N1	GEOTEXTILE FOR PAVEMENT STABILIZATION
N2	GEOTEXTILE FOR SOIL STABILIZATION
P	PRIME COAT
R1	2'-6" CONCRETE CURB & GUTTER
R2	SPECIAL 2'-6" CONCRETE CURB & GUTTER (SPILL CURB)
R3	2" CONCRETE CURB & GUTTER
R4	1'-6" CONCRETE CURB & GUTTER
R5	8" x 18" CONCRETE CURB
R6	SHOULDER BERM GUTTER
R7	5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
S	4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W1	WEDGING
W2	WEDGING
W3	WEDGING



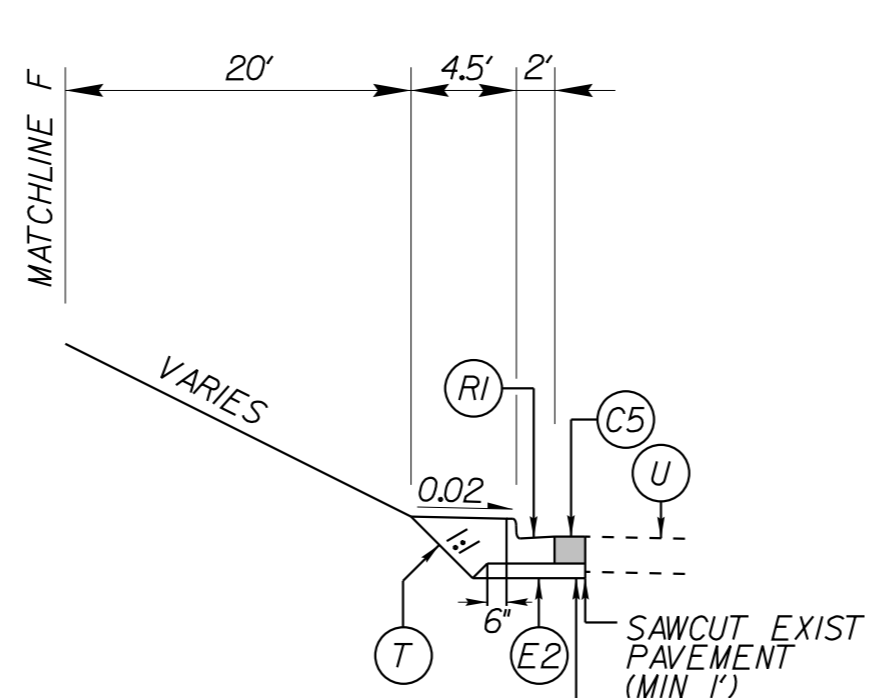
TYPICAL SECTION NO. 4A

SEE PLANS FOR SHOULDER BERM GUTTER LOCATIONS



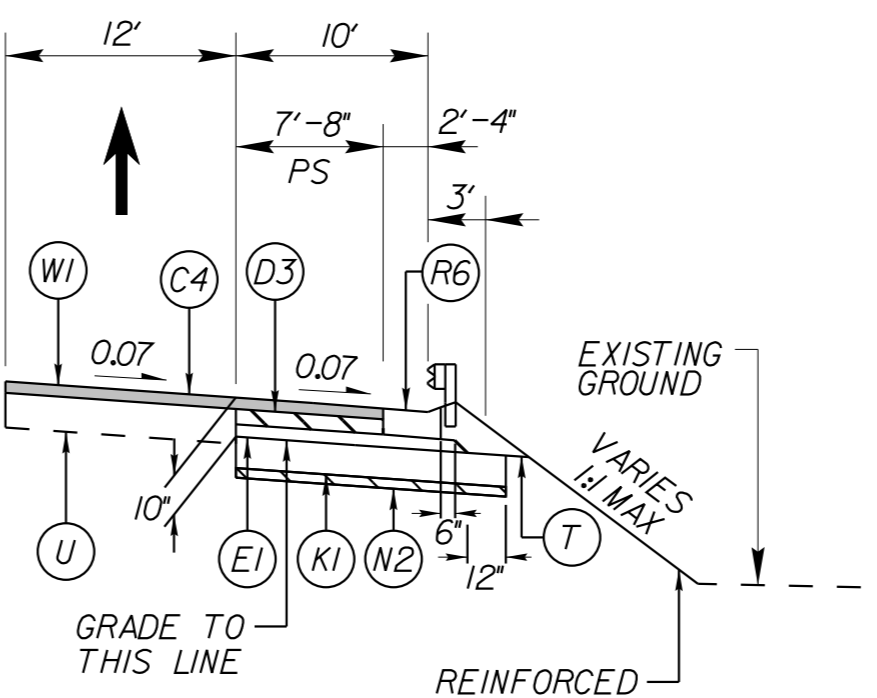
TYPICAL SECTION NO. 4B

-L- STA 265+35.98 TO 266+08.31 (RT)



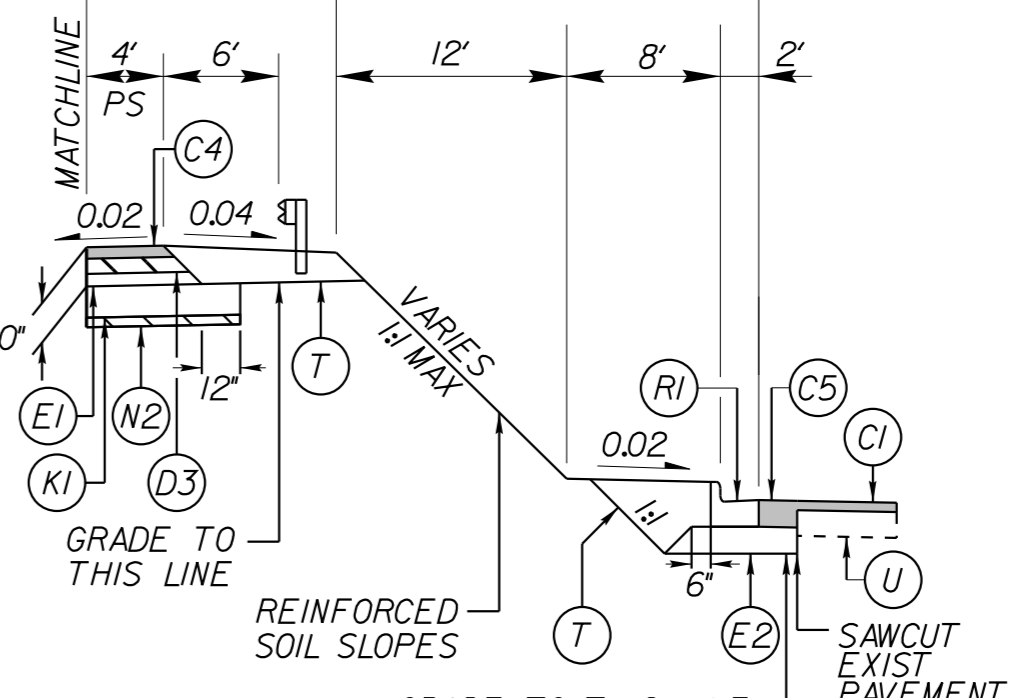
TYPICAL SECTION NO. 4C

-L- STA 281+90.14 TO 283+63.96 (RT)



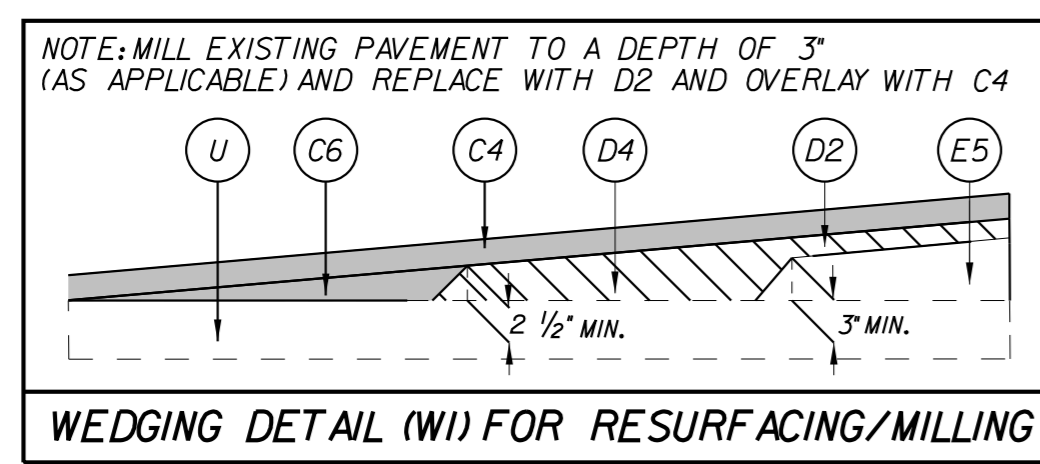
TYPICAL SECTION NO. 4D

-L- STA 298+00.00 TO 303+00.00 (RT)

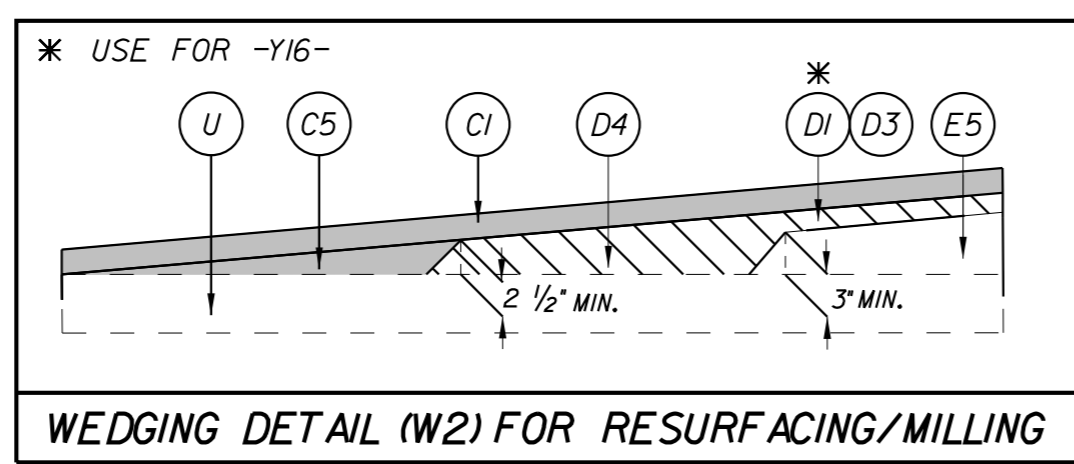


TYPICAL SECTION NO. 4E

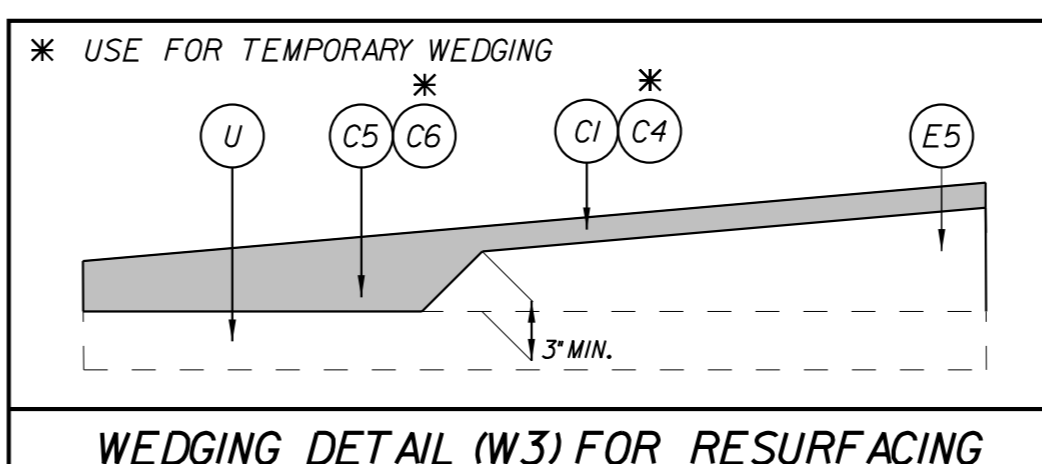
-L- STA 355+62.93 TO 358+95.24 (RT)



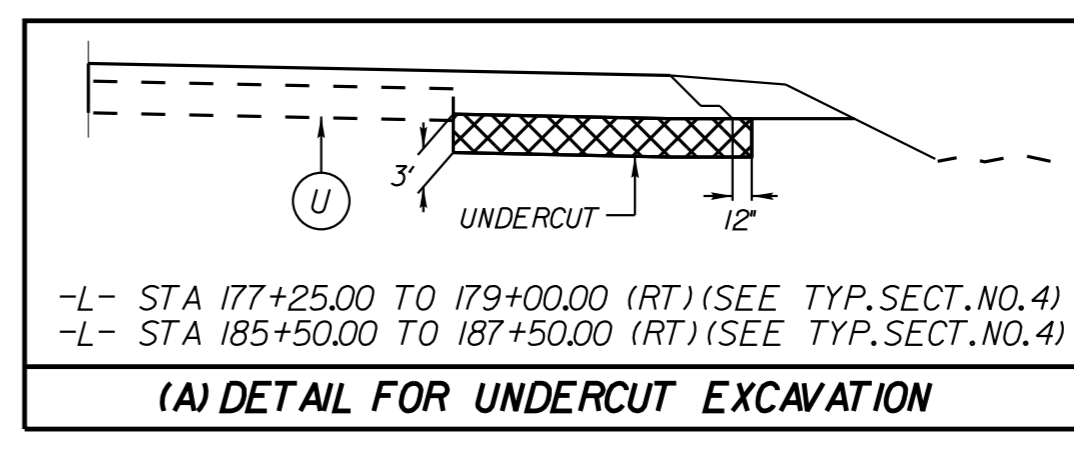
WEDGING DETAIL (W1) FOR RESURFACING/MILLING



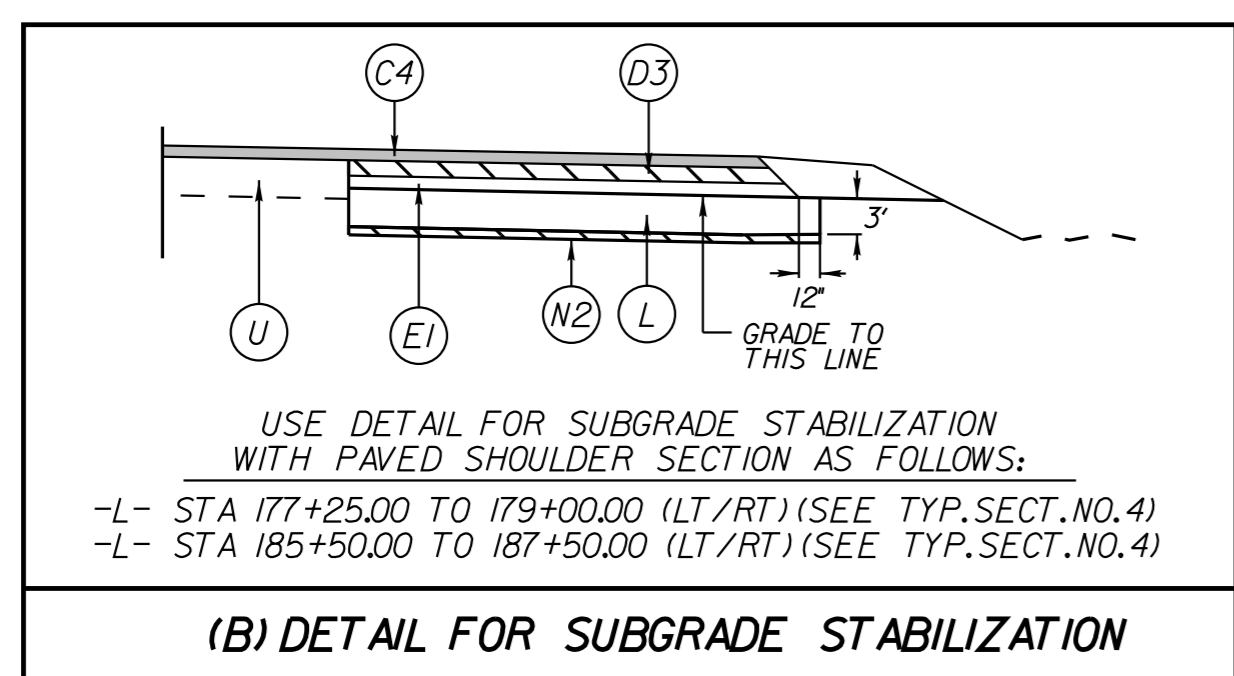
WEDGING DETAIL (W2) FOR RESURFACING/MILLING



WEDGING DETAIL (W3) FOR RESURFACING

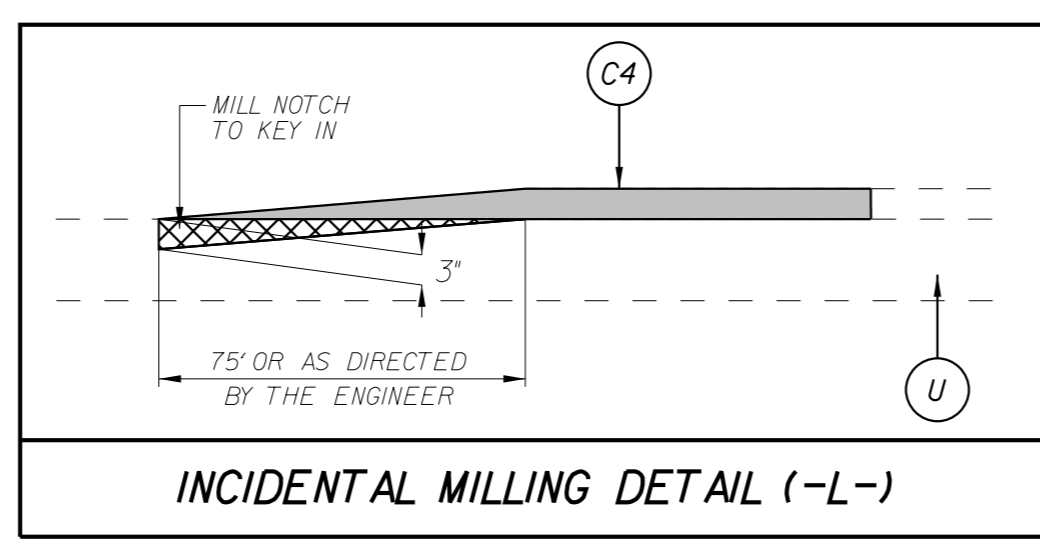


(A) DETAIL FOR UNDERCUT EXCAVATION

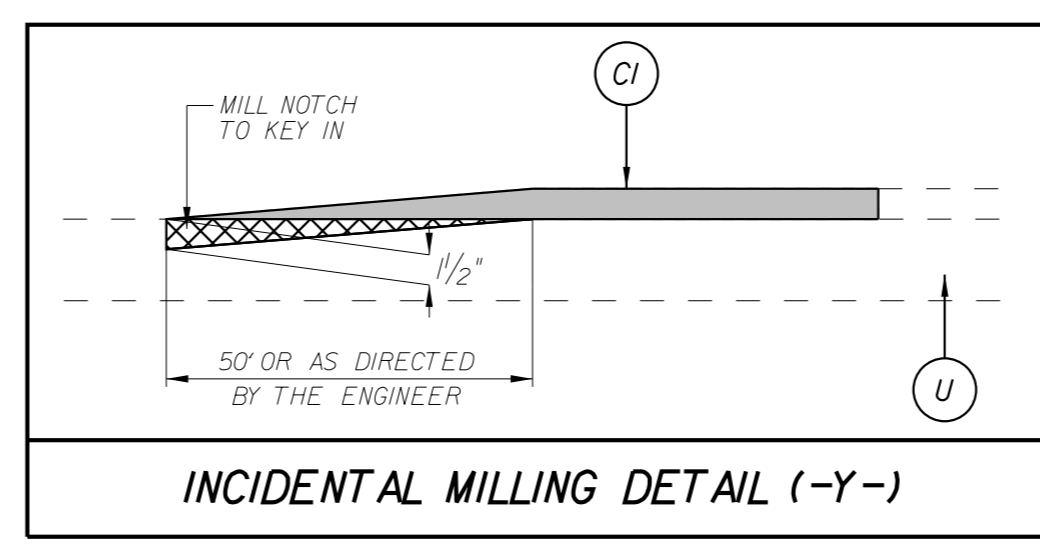


(B) DETAIL FOR SUBGRADE STABILIZATION

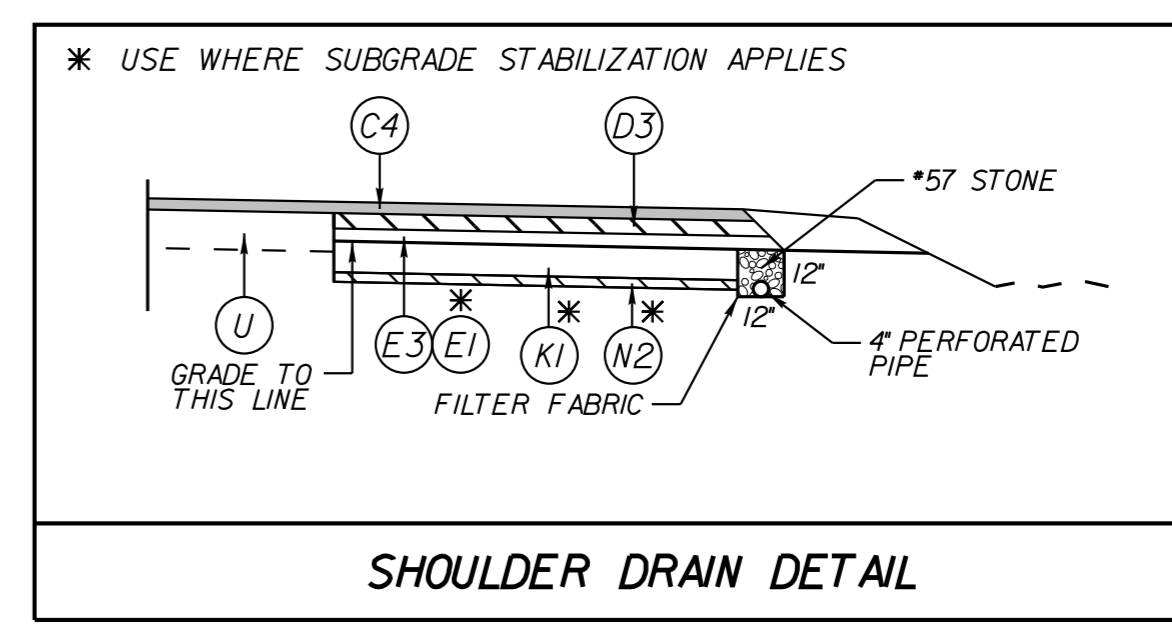
USE DETAIL FOR SUBGRADE STABILIZATION WITH PAVED SHOULDER SECTION AS FOLLOWS:
 -L- STA 177+25.00 TO 179+00.00 (LT/RT) (SEE TYP. SECT. NO. 4)
 -L- STA 185+50.00 TO 187+50.00 (LT/RT) (SEE TYP. SECT. NO. 4)



INCIDENTAL MILLING DETAIL (-L-)

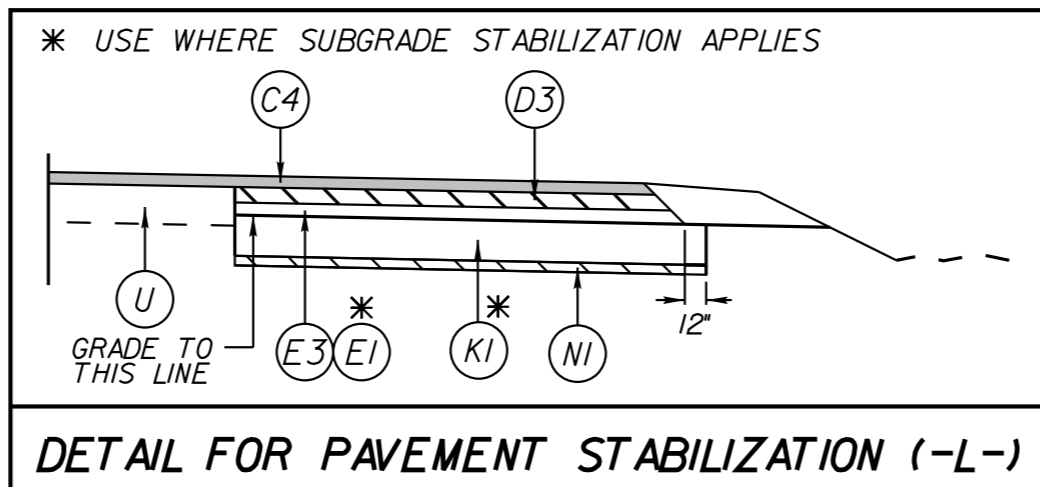


INCIDENTAL MILLING DETAIL (-Y-)



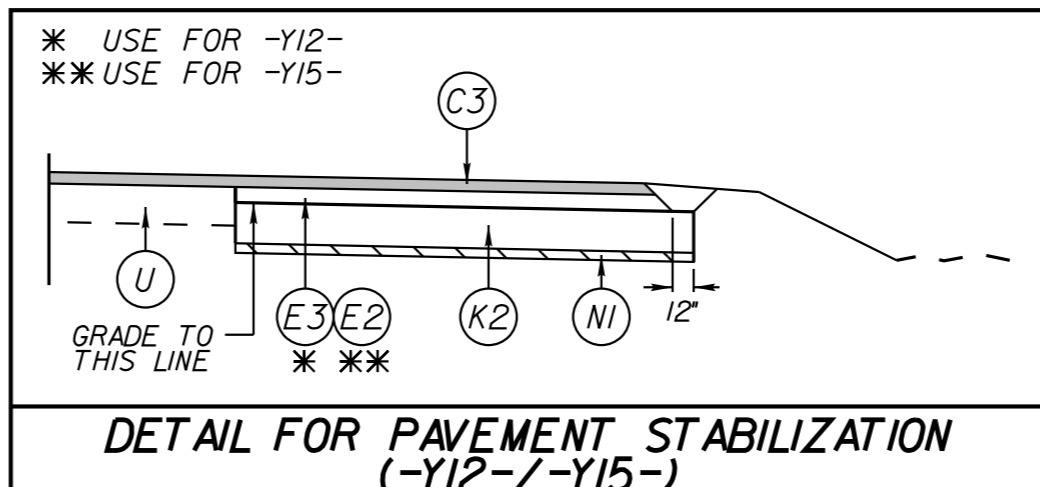
SHOULDER DRAIN DETAIL

SEE SHEET 3B-5 FOR RECOMMENDED SHOULDER DRAIN LOCATIONS



DETAIL FOR PAVEMENT STABILIZATION (-L-)

SEE SHEET 3G-1 FOR RECOMMENDED LOCATIONS FOR GEOTEXTILE FOR PAVEMENT STABILIZATION



DETAIL FOR PAVEMENT STABILIZATION (-Y12-/-Y15-)

SEE SHEET 3G-1 FOR RECOMMENDED LOCATIONS FOR GEOTEXTILE FOR PAVEMENT STABILIZATION

NOTES:
 1. CONTRACTOR TO REMOVE ALL EXISTING PAVEMENT TO THE SUBGRADE WITHIN ISLAND AND REPLACE WITH TOPSOIL
 2. USE ASPHALT CONCRETE BASE COURSE (E3) SECTION WHERE PAVEMENT WIDENING < 8'
 3. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED

2/15/2019

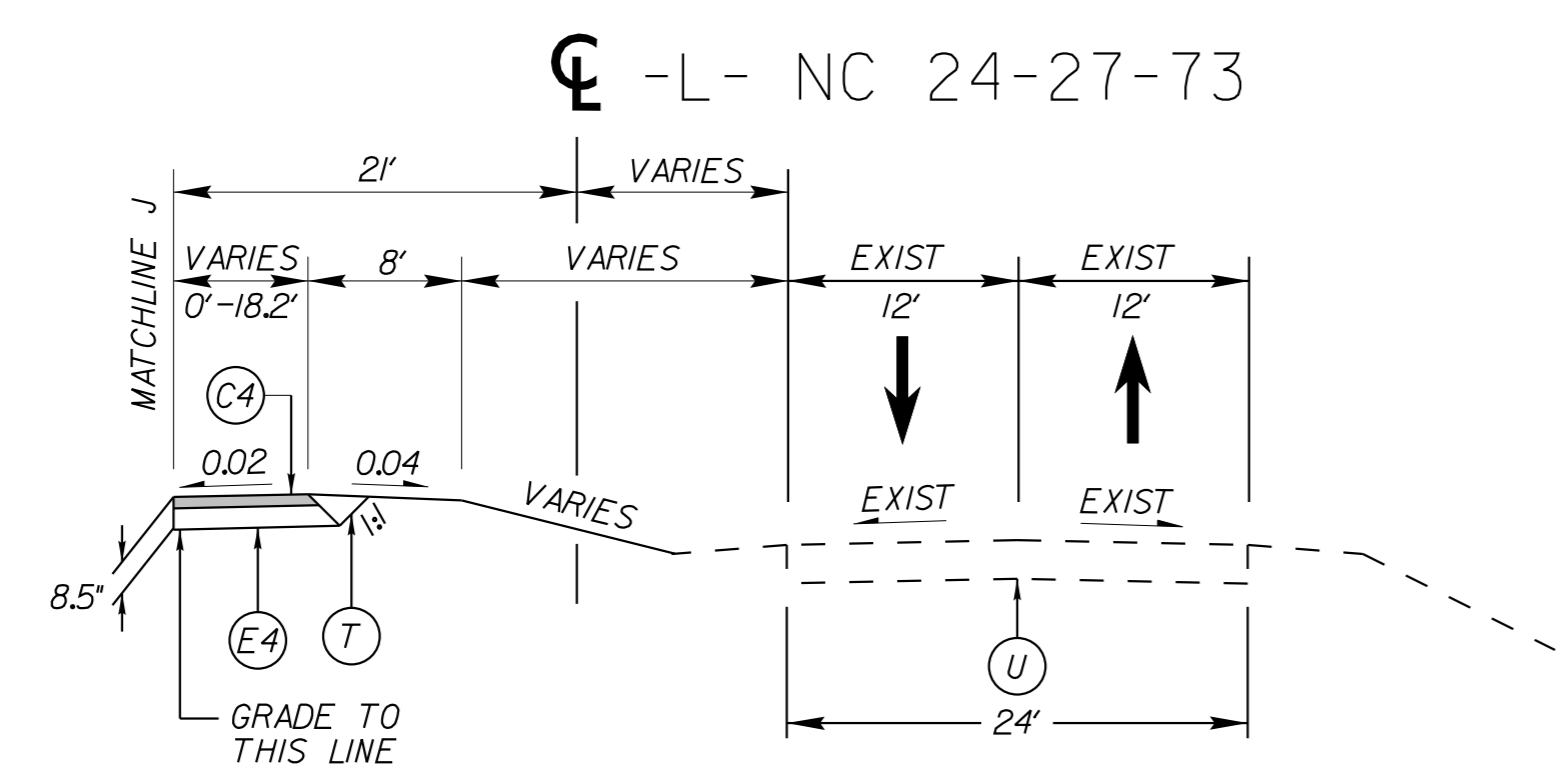
REVISIONS

5/14/99

Kimley Horn
 421 FAYETTEVILLE STREET, SUITE 600
 RALEIGH, NC 27601

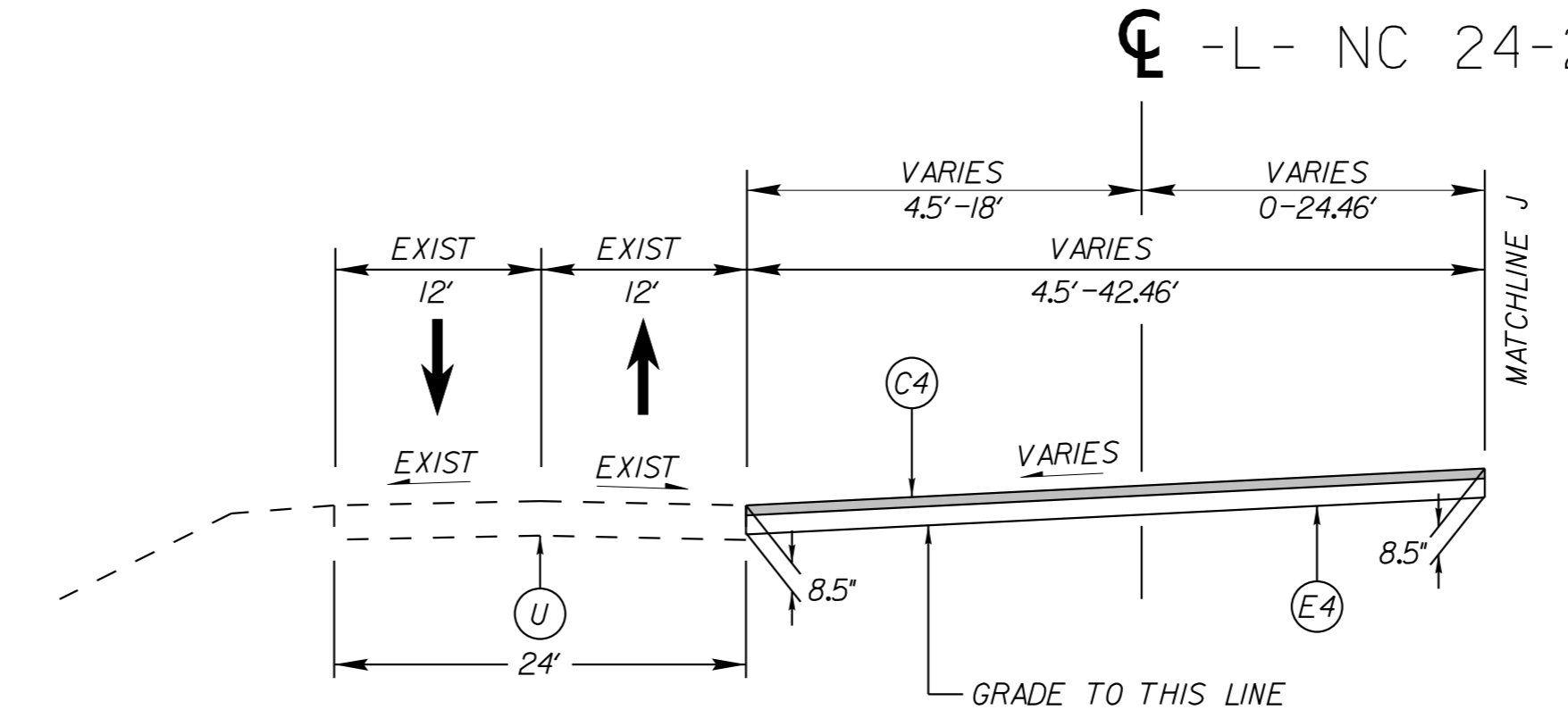
PROJECT REFERENCE NO. R-2530B	SHEET NO. 2A-4
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



TYPICAL SECTION NO. 4F
TEMPORARY WIDENING

- L- STA 140+45.00 TO 144+10.00 (LT-MED)
- L- STA 272+05.00 TO 274+45.00 (LT-MED)
- L- STA 348+80.00 TO 352+90.00 (LT-MED)
- L- STA 354+29.89 TO 356+60.00 (RT-MED)
- L- STA 380+39.50 TO 386+91.63 (LT-MED)

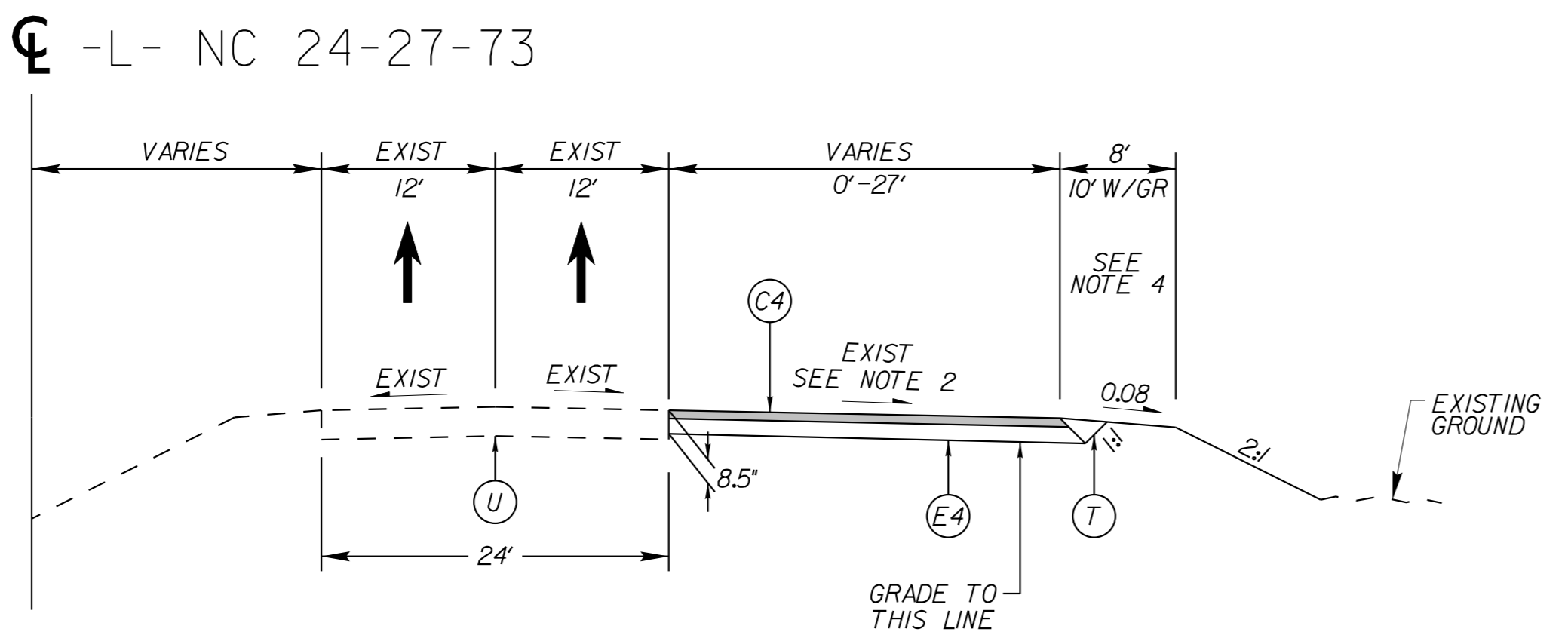


TYPICAL SECTION NO. 4G
TEMPORARY WIDENING

- L- STA 106+50.00 TO 107+20.00 (SEE NOTE 1)
- L- STA 125+05.00 TO 125+65.00 (SEE NOTE 1)
- L- STA 139+80.00 TO 140+45.00 (SEE NOTE 1)
- L- STA 187+85.00 TO 188+85.00
- L- STA 201+65.69 TO 202+35.13 (SEE NOTE 1)
- L- STA 219+15.05 TO 219+84.92 (SEE NOTE 1)
- L- STA 237+73.19 TO 238+78.00
- L- STA 268+00.00 TO 268+59.70 (SEE NOTE 1)
- L- STA 274+45.00 TO 275+45.00
- L- STA 289+64.89 TO 290+35.11 (SEE NOTE 1)
- L- STA 314+70.00 TO 315+30.00 (SEE NOTE 1)
- L- STA 356+60.00 TO 357+35.00
- L- STA 373+15.00 TO 373+75.00 (SEE NOTE 1)
- L- STA 377+90.00 TO 378+50.71 (SEE NOTE 1)

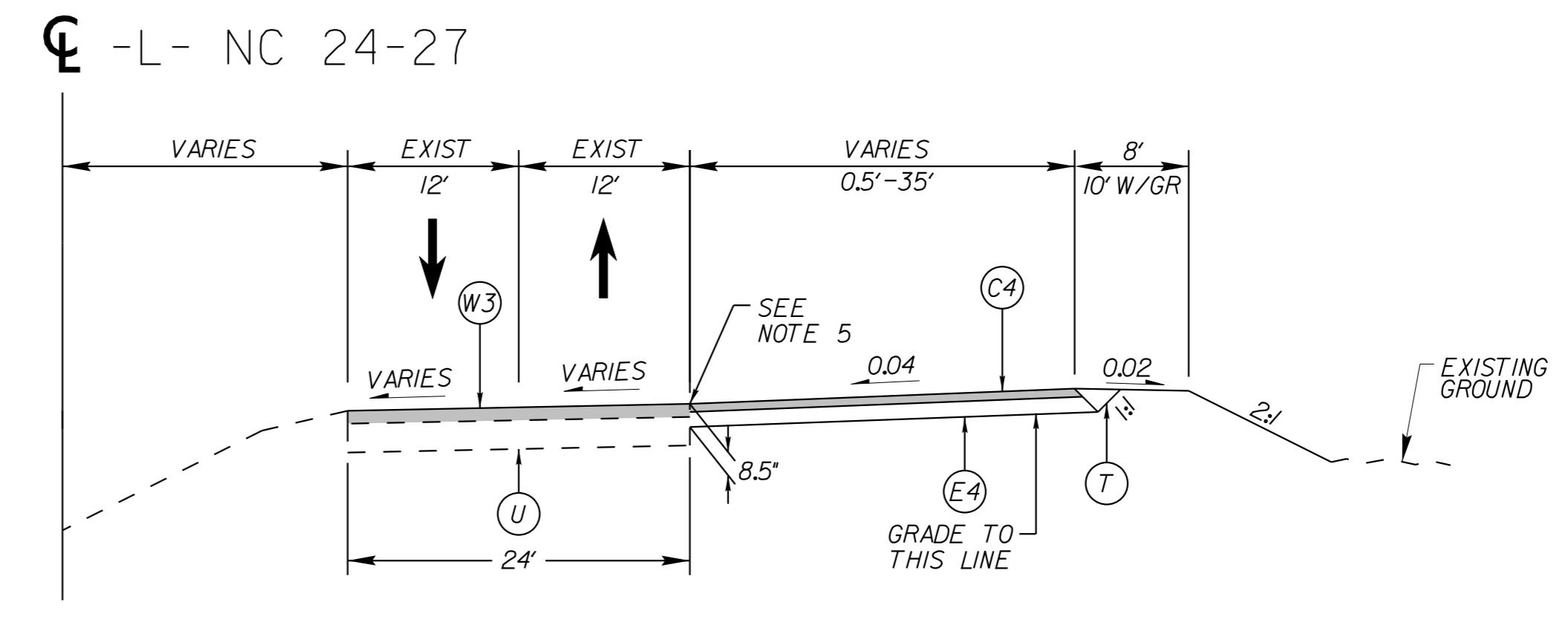
PAVEMENT SCHEDULE
(FINAL PAVEMENT DESIGN)

A1	8" CONCRETE PAVEMENT
C1	1.5" S9.5B
C2	2.5" S9.5B
C3	3" S9.5B
C4	3" S9.5C
C5	VAR. DEPTH S9.5B
C6	VAR. DEPTH S9.5C
D1	2.5" 119.0C
D2	3" 119.0C
D3	4" 119.0C
D4	VAR. DEPTH 119.0C
E1	3" B25.0C
E2	4" B25.0C
E3	4.5" B25.0C
E4	5.5" B25.0C
E5	VAR. DEPTH B25.0C
J1	4" AGGREGATE BASE COURSE
J2	6" AGGREGATE BASE COURSE
K1	CHEMICAL STABILIZATION (7" SOIL-CEMENT BASE/8" LIME-TREATED SOIL)
K2	8" CLASS IV SUBGRADE STABILIZATION
L	SELECT GRANULAR MATERIAL CLASS III
N1	GEOTEXTILE FOR PAVEMENT STABILIZATION
N2	GEOTEXTILE FOR SOIL STABILIZATION
P	PRIME COAT
R1	2'-6" CONCRETE CURB & GUTTER
R2	SPECIAL 2'-6" CONCRETE CURB & GUTTER (SPILL CURB)
R3	2" CONCRETE CURB & GUTTER
R4	1'-6" CONCRETE CURB & GUTTER
R5	8" X 18" CONCRETE CURB
R6	SHOULDER BERM GUTTER
R7	5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
S	4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W1	WEDGING
W2	WEDGING
W3	WEDGING



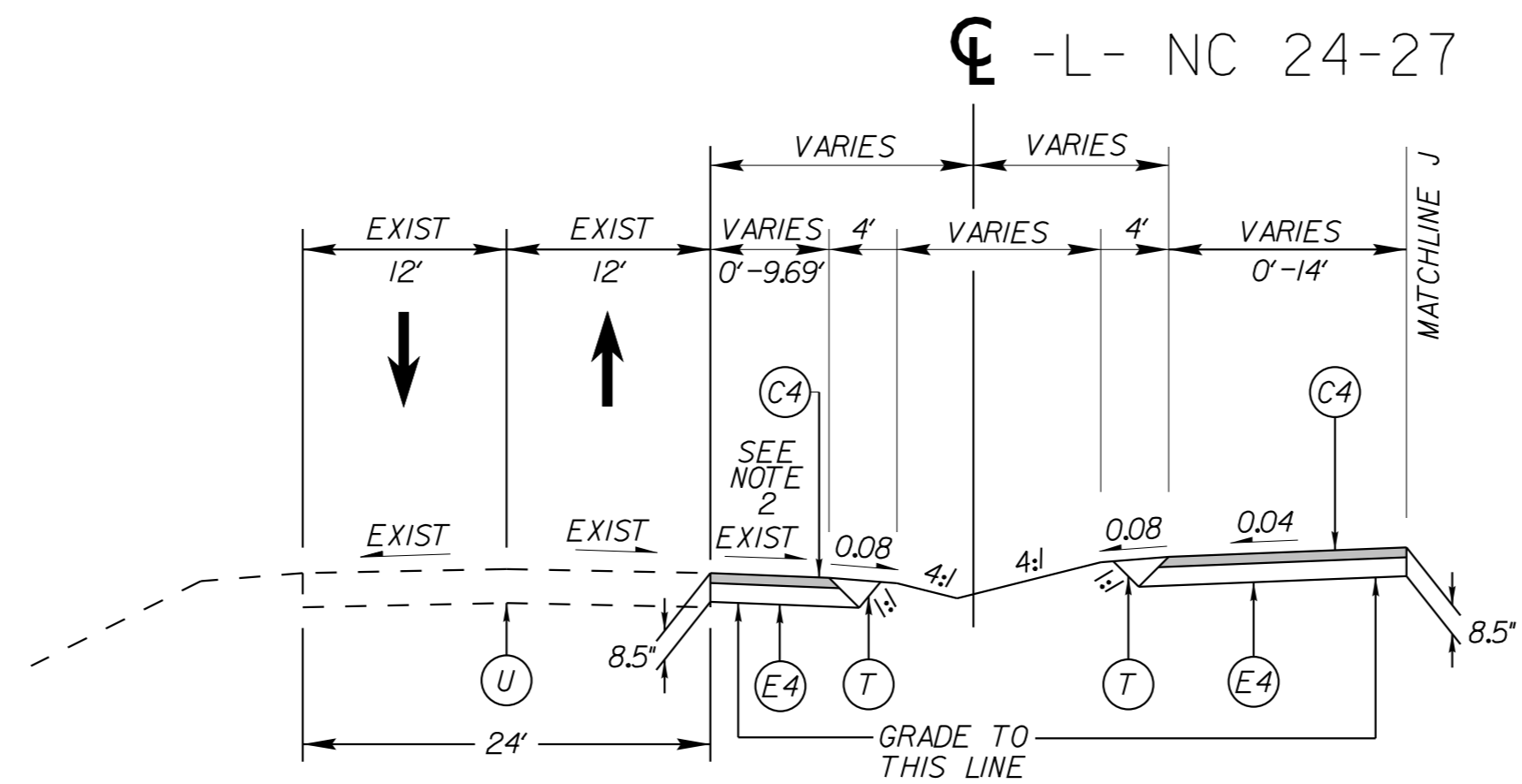
TYPICAL SECTION NO. 4H
TEMPORARY WIDENING

- L- STA 347+01.76 TO 350+29.77 (RT-MED)
- L- STA 348+32.77 TO 351+00.00 (RT) (SEE NOTE 4)
- L- STA 351+18.89 TO 352+61.81 (RT) (SEE NOTE 3)
- L- STA 353+10.58 TO 356+85.94 (RT)



TYPICAL SECTION NO. 4I
TEMPORARY WIDENING

- L- STA 364+00.00 TO 367+20.51



TYPICAL SECTION NO. 4J
TEMPORARY WIDENING

- L- STA 357+23.28 TO 359+71.36 (LT-MED)
- L- STA 357+35.00 TO 359+50.51 (RT-MED)

NOTES:
 1. USE 2.5" S9.5B AND 6" ABC WITH PRIME COAT FOR TEMPORARY DRIVEWAY
 2. MATCH EXISTING SLOPE OF ADJACENT TRAVEL LANE
 3. APPLIES TO EXISTING MEDIAN OF -16-1/NC-73 (SEE TRANSPORTATION MANAGEMENT PLANS)
 4. INSTALL 4" GRASS SHOULDER FROM -L- STA 348+80.00 TO 349+50.00 (RT)
 5. TIE TO FINAL PROPOSED ELEVATION AND INSTALL TEMPORARY WEDGING TO MAINTAIN TRAFFIC (SEE TRANSPORTATION MANAGEMENT PLANS)

2/14/2019

REVISIONS

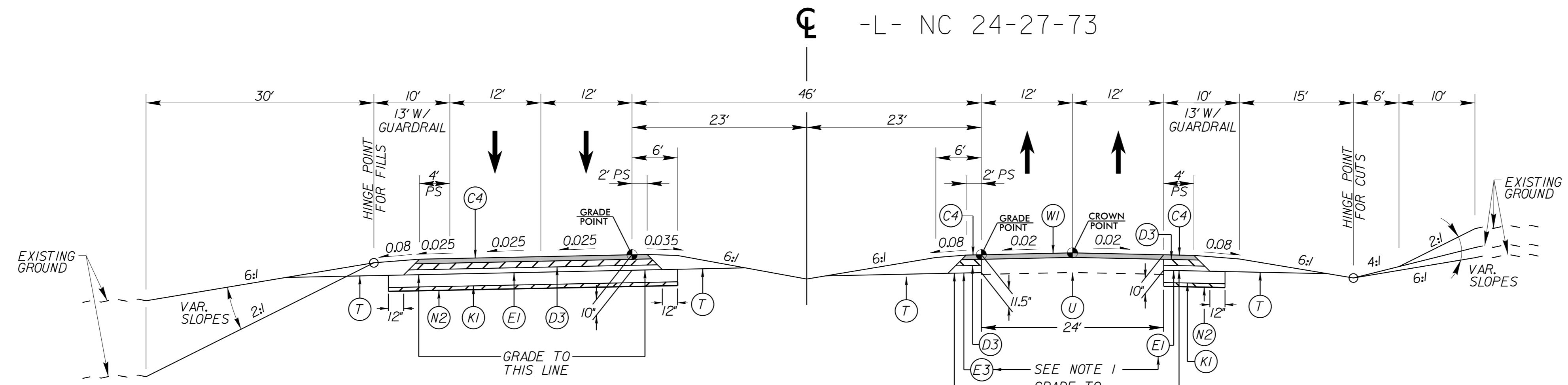
5/14/99

REVISIONS

Kimley Horn
 421 FAYETTEVILLE STREET, SUITE 600
 RALEIGH, NC 27601

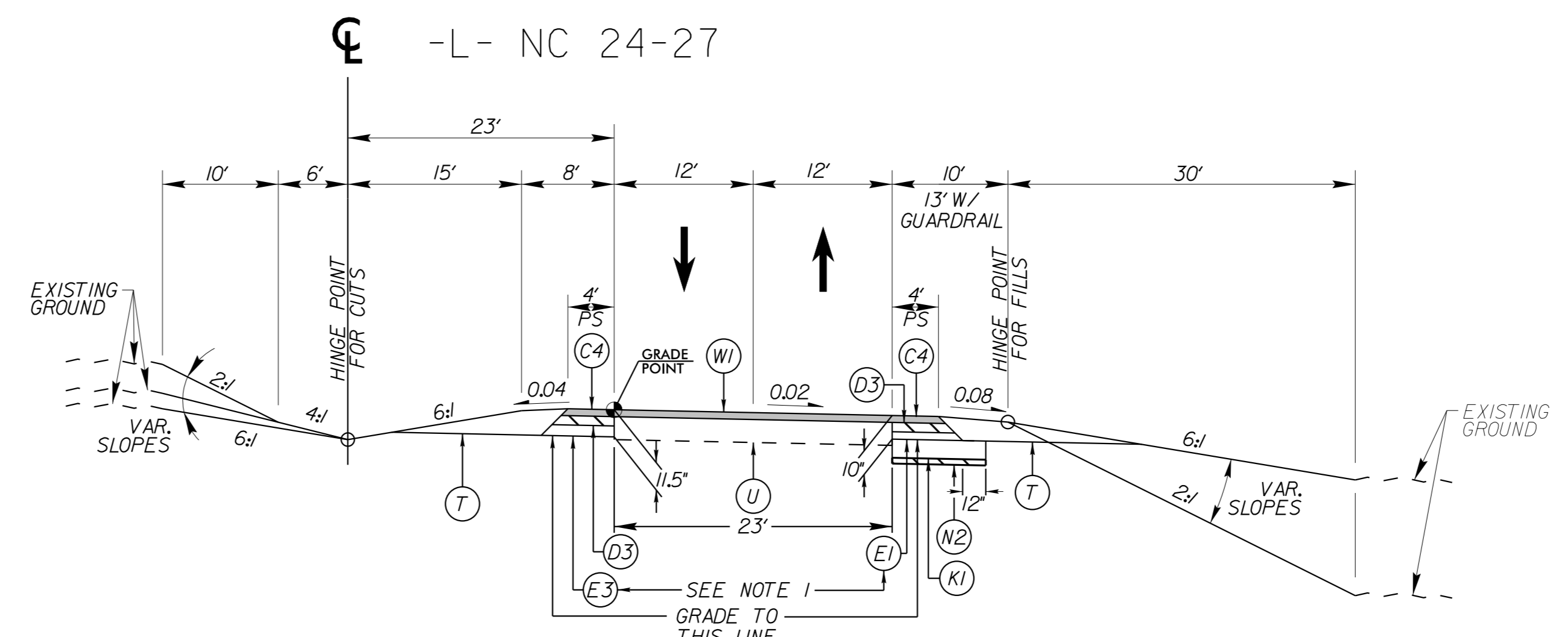
PROJECT REFERENCE NO. R-2530B	SHEET NO. 2A-5
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



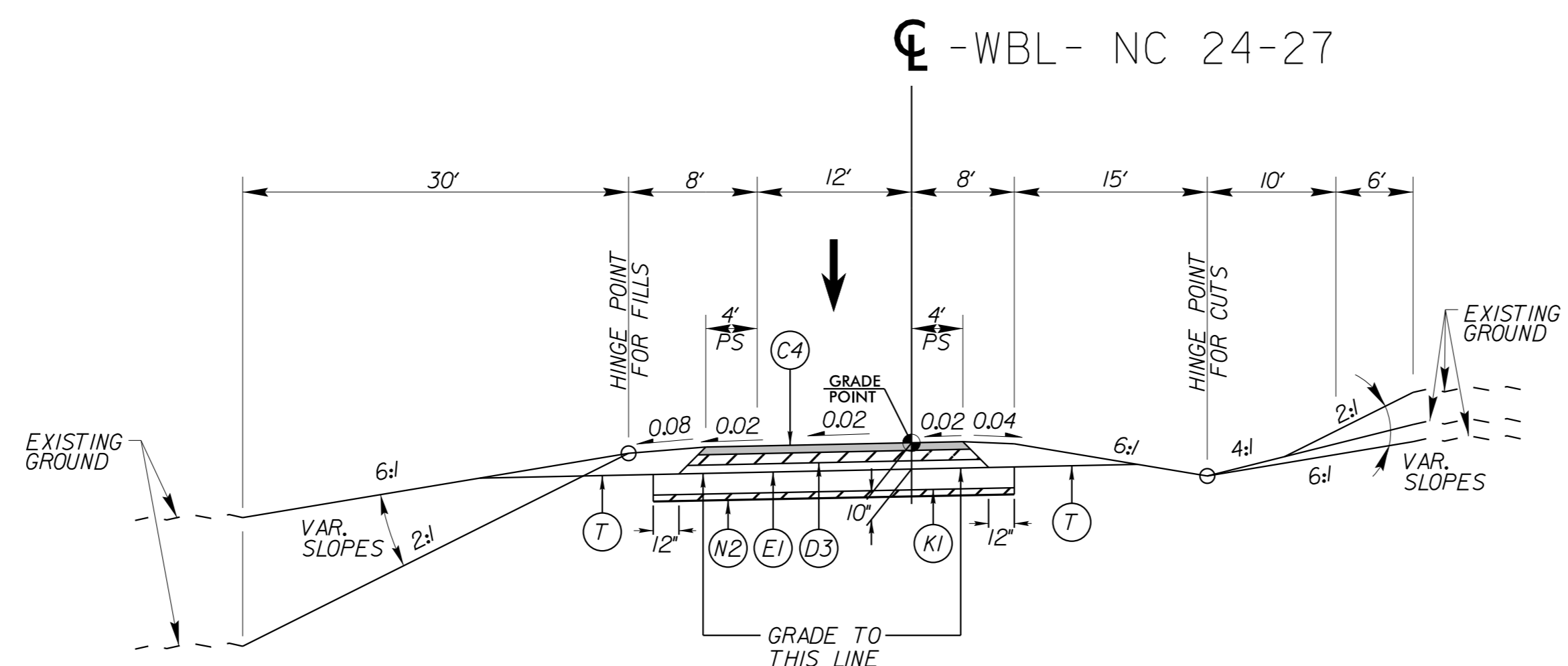
TYPICAL SECTION NO. 5

- L- STA 335+05.94 TO 335+23.90 (LT)
- L- STA 333+58.94 TO 335+27.80 (RT)
- L- STA 346+97.49 TO 347+37.21 (LT)
- L- STA 347+15.30 TO 348+84.21 (RT)



TYPICAL SECTION NO. 6

- L- STA 386+54.70 TO 396+23.00



TYPICAL SECTION NO. 7

- WBL- STA 13+44.40 TO 18+45.14

PAVEMENT SCHEDULE
(FINAL PAVEMENT DESIGN)

A1	8" CONCRETE PAVEMENT
C1	1.5" S9.5B
C2	2.5" S9.5B
C3	3" S9.5B
C4	3" S9.5C
C5	VAR. DEPTH S9.5B
C6	VAR. DEPTH S9.5C
D1	2.5" I19.0C
D2	3" I19.0C
D3	4" I19.0C
D4	VAR. DEPTH I19.0C
E1	3" B25.0C
E2	4" B25.0C
E3	4.5" B25.0C
E4	5.5" B25.0C
E5	VAR. DEPTH B25.0C
J1	4" AGGREGATE BASE COURSE
J2	6" AGGREGATE BASE COURSE
K1	CHEMICAL STABILIZATION (7" SOIL-CEMENT BASE/8" LIME-TREATED SOIL)
K2	8" CLASS IV SUBGRADE STABILIZATION
L	SELECT GRANULAR MATERIAL CLASS III
N1	GEOTEXTILE FOR PAVEMENT STABILIZATION
N2	GEOTEXTILE FOR SOIL STABILIZATION
P	PRIME COAT
R1	2'-6" CONCRETE CURB & GUTTER
R2	SPECIAL 2'-6" CONCRETE CURB & GUTTER (SPILL CURB)
R3	2" CONCRETE CURB & GUTTER
R4	1'-6" CONCRETE CURB & GUTTER
R5	8" X 18" CONCRETE CURB
R6	SHOULDER BERM GUTTER
R7	5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
S	4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W1	WEDGING
W2	WEDGING
W3	WEDGING

NOTES:
 1. USE ASPHALT CONCRETE BASE COURSE (E3) SECTION WHERE PAVEMENT WIDENING < 8'
 2. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED

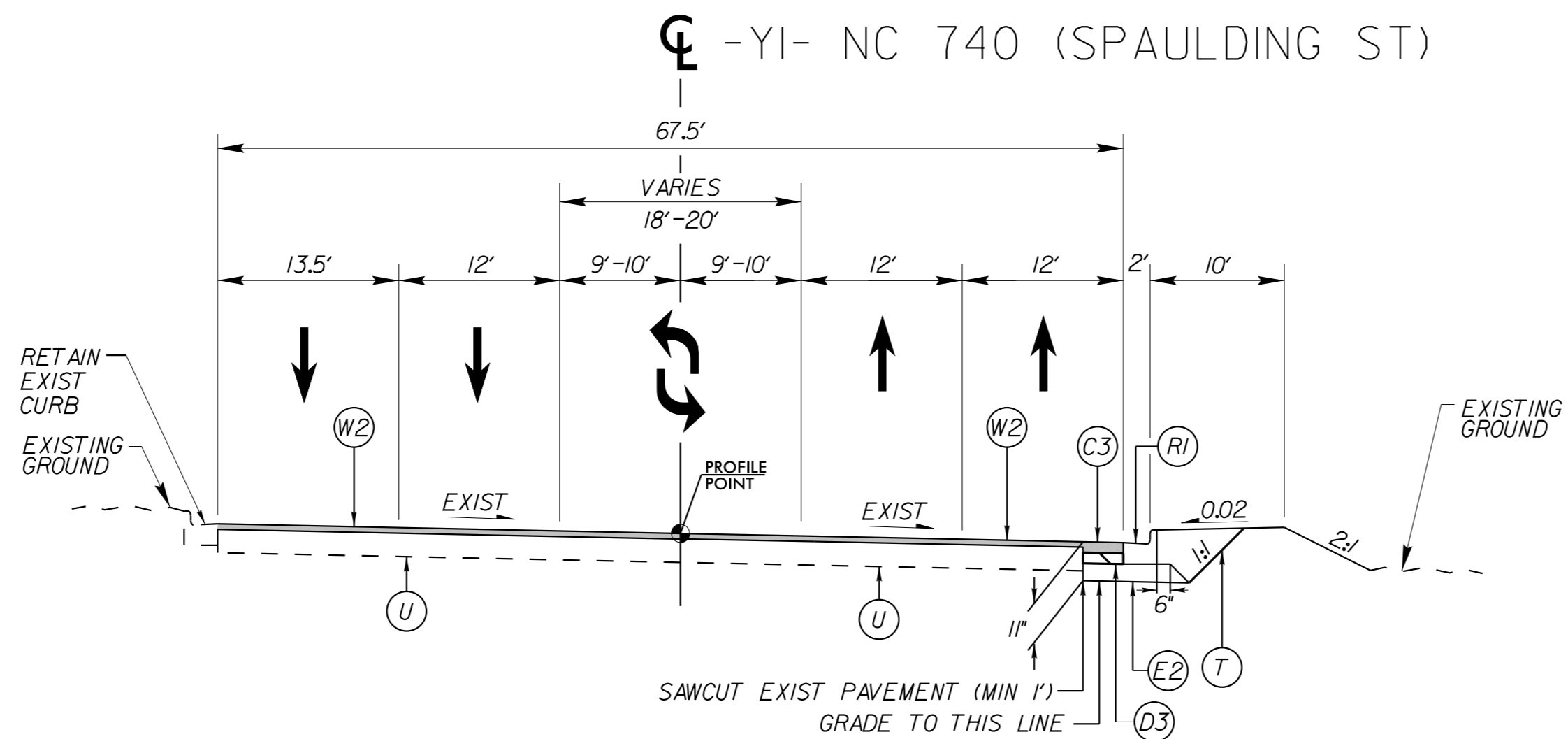
2/14/2019

5/14/19

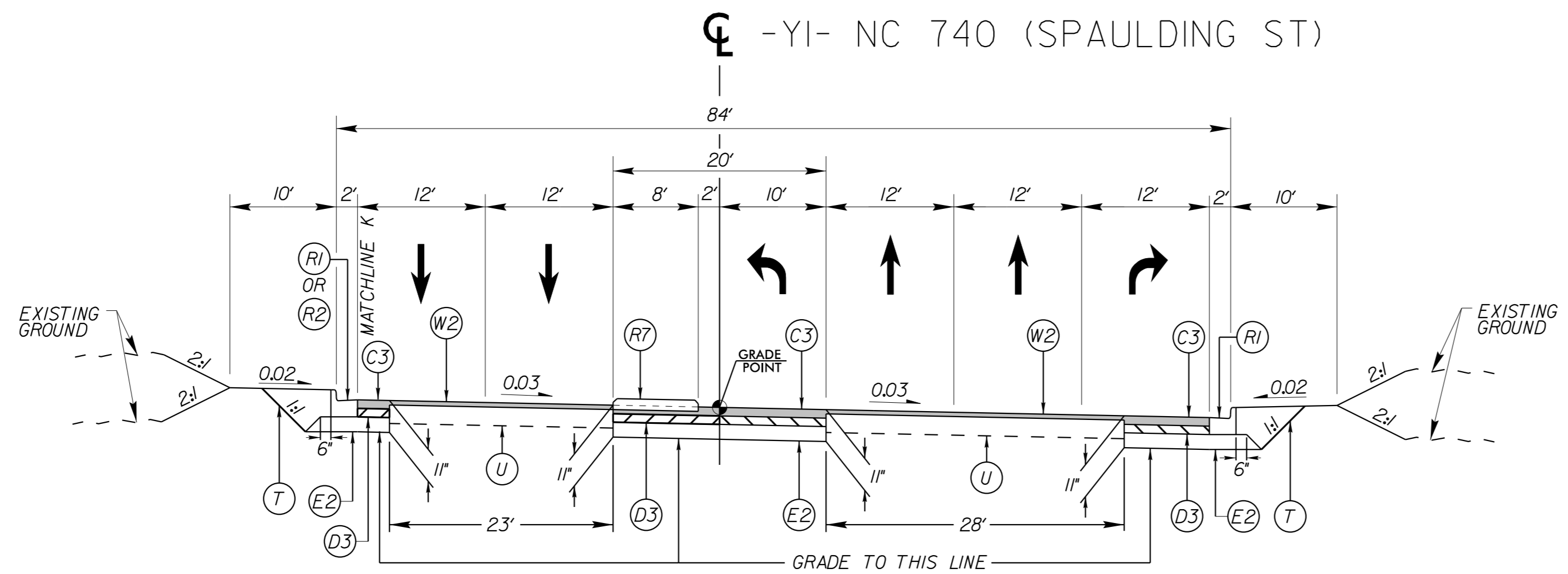
Kimley Horn
 421 FAYETTEVILLE STREET, SUITE 600
 RALEIGH, NC 27601

PROJECT REFERENCE NO. R-2530B	SHEET NO. 2A-6
ROADWAY DESIGN ENGINEER <i>[Signature]</i>	PAVEMENT DESIGN ENGINEER <i>[Signature]</i>
2/15/2019	2/15/2019

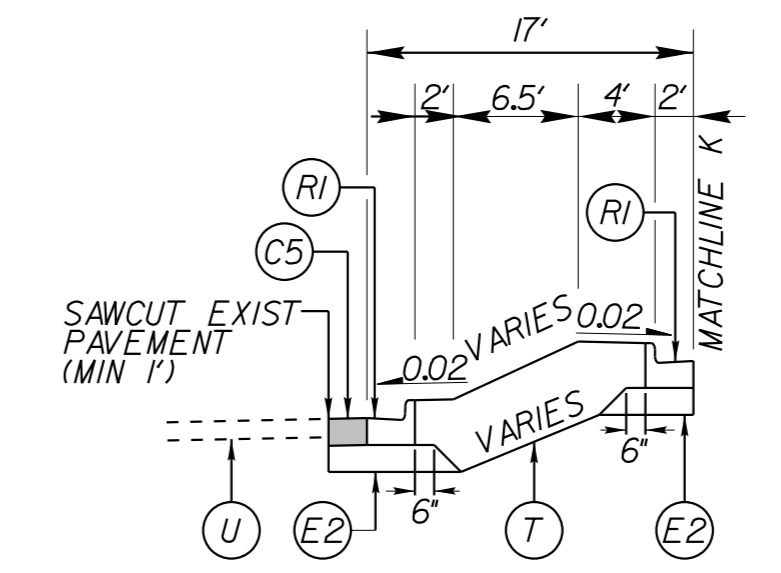
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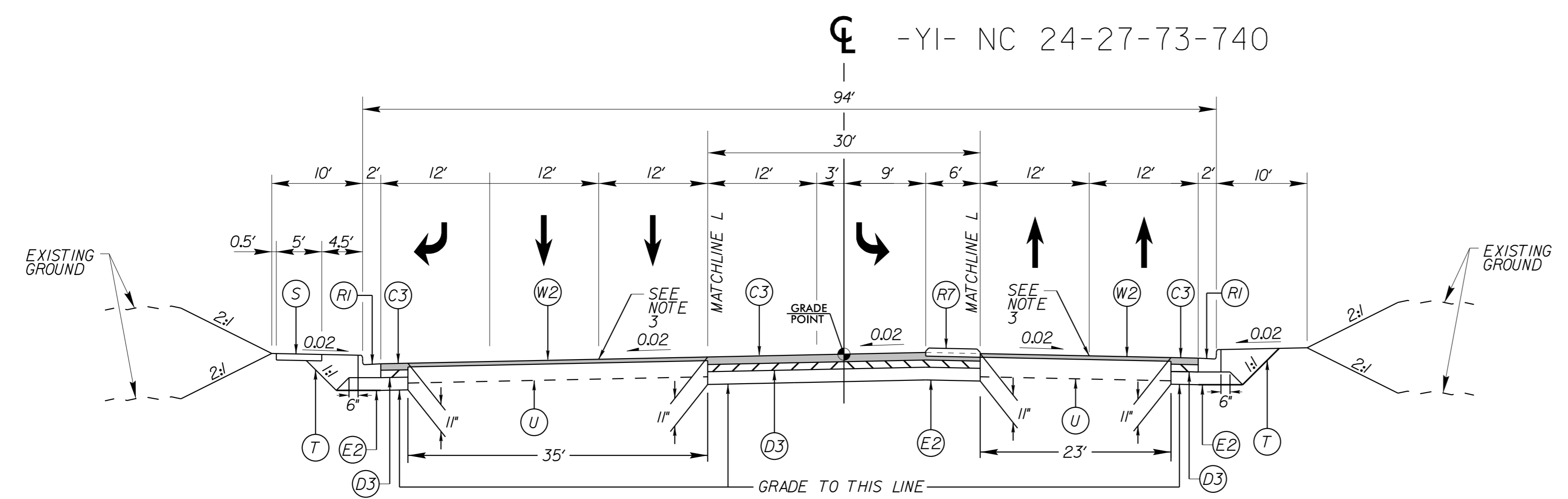
TYPICAL SECTION NO. 8
 -YI- STA 9+00.00 TO 10+76.00



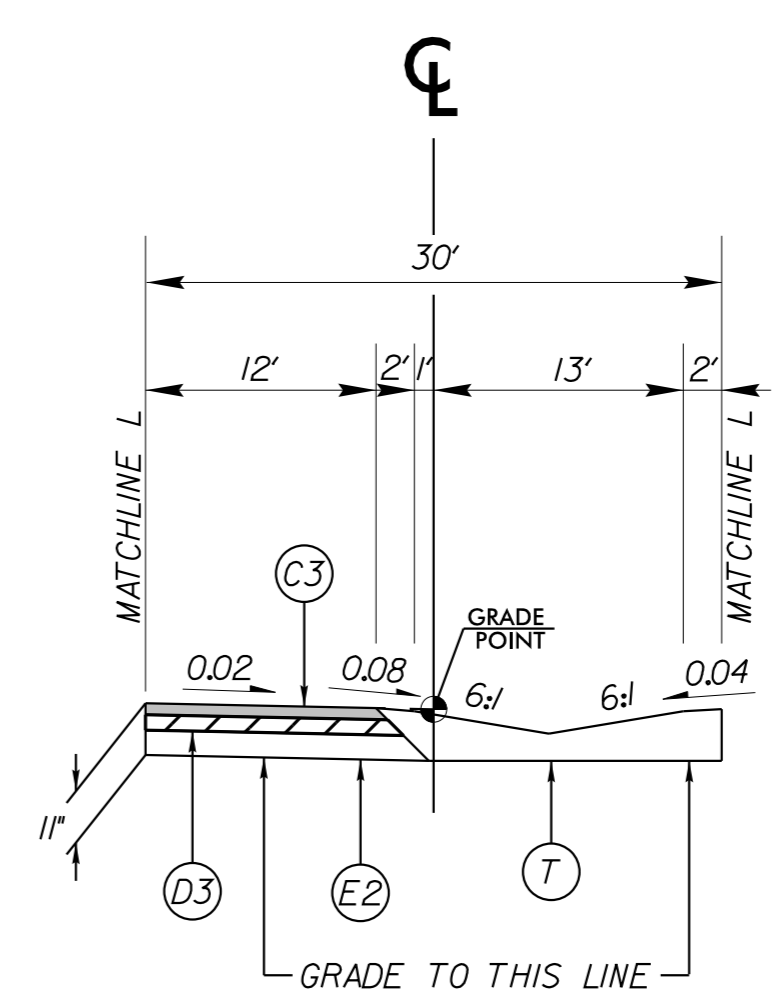
TYPICAL SECTION NO. 9
 -YI- STA 10+76.00 TO 19+71.11



TYPICAL SECTION NO. 9A
 -YI- STA 11+78.37 TO 12+57.88 (LT)



TYPICAL SECTION NO. 10
 -YI- STA 20+45.83 TO 28+90.00



TYPICAL SECTION NO. 10A
 -YI- STA 28+42.45 TO 28+90.00

- NOTES:**
- SEE CROSS-SECTIONS FOR LOCATIONS WITH 3:1 OR 4:1 FILL SLOPES
 - ALL DRIVEWAYS, UP TO THE RADIUS POINT, SHALL BE CONSTRUCTED WITH THE FULL-DEPTH PAVEMENT DESIGN OF THE INTERSECTING ROADWAY
 - CROWN POINT SHIFTS TO THE CENTER OF THE NORTHBOUND AND SOUTHBOUND LANES FROM -YI- STA 27+70.00 TO 28+90.00 (SEE PLANS FOR SUPERELEVATION)
 - PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED

2/14/2019

REVISIONS

PAVEMENT SCHEDULE (FINAL PAVEMENT DESIGN)	
A1	8" CONCRETE PAVEMENT
C1	1.5" S9.5B
C2	2.5" S9.5B
C3	3" S9.5B
C4	3" S9.5C
C5	VAR. DEPTH S9.5B
C6	VAR. DEPTH S9.5C
D1	2.5" I19.0C
D2	3" I19.0C
D3	4" I19.0C
D4	VAR. DEPTH I19.0C
E1	3" B25.0C
E2	4" B25.0C
E3	4.5" B25.0C
E4	5.5" B25.0C
E5	VAR. DEPTH B25.0C
J1	4" AGGREGATE BASE COURSE
J2	6" AGGREGATE BASE COURSE
K1	CHEMICAL STABILIZATION (7" SOIL-CEMENT BASE/8" LIME-TREATED SOIL)
K2	8" CLASS IV SUBGRADE STABILIZATION
L	SELECT GRANULAR MATERIAL, CLASS III
N1	GEOTEXTILE FOR PAVEMENT STABILIZATION
N2	GEOTEXTILE FOR SOIL STABILIZATION
P	PRIME COAT
R1	2'-6" CONCRETE CURB & GUTTER
R2	SPECIAL 2'-6" CONCRETE CURB & GUTTER (SPILL CURB)
R3	2" CONCRETE CURB & GUTTER
R4	1'-6" CONCRETE CURB & GUTTER
R5	8" X 18" CONCRETE CURB
R6	SHOULDER BERM GUTTER
R7	5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
S	4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W1	WEDGING
W2	WEDGING
W3	WEDGING

5/14/19

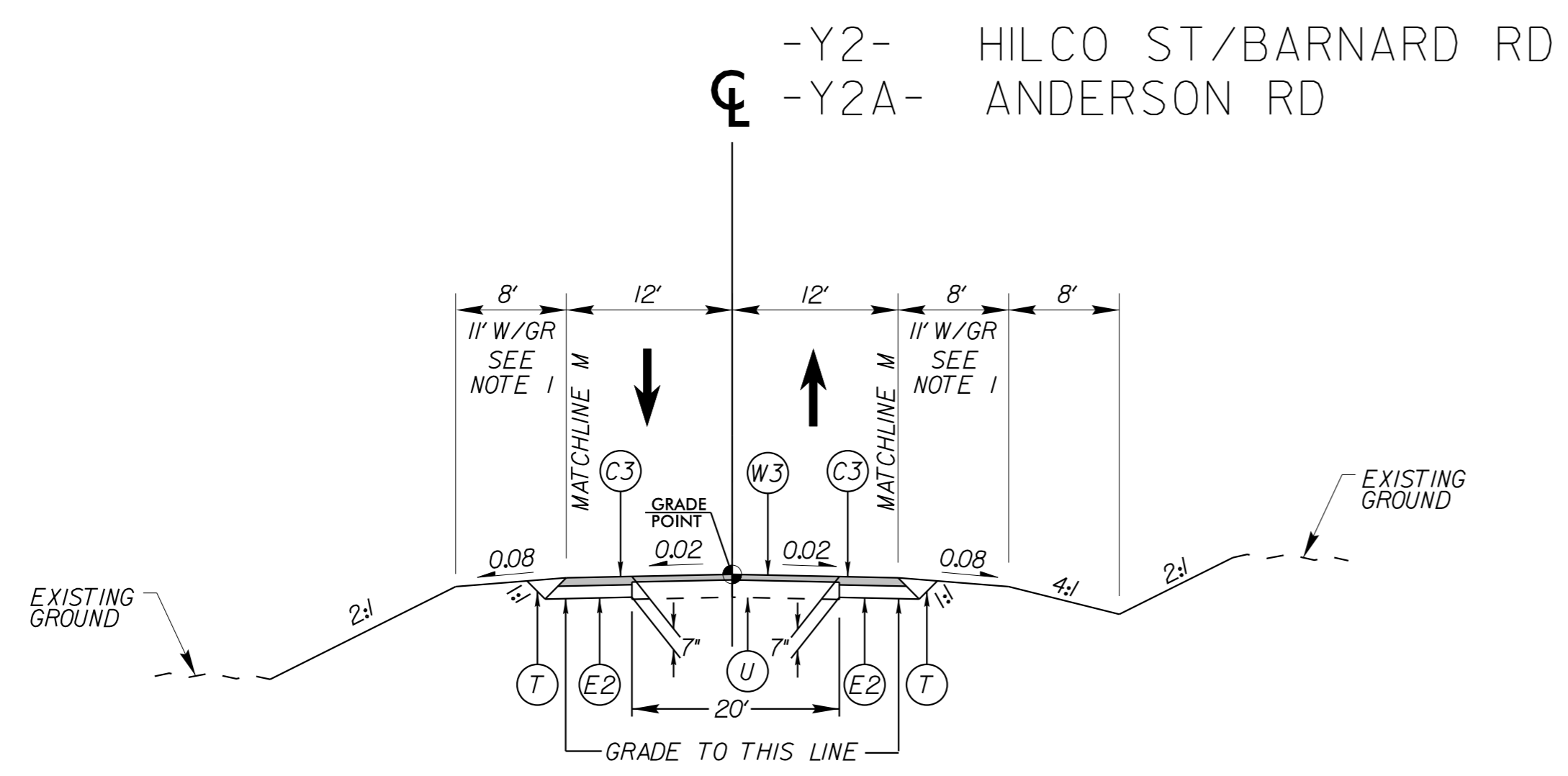
Kimley Horn
 421 FAYETTEVILLE STREET, SUITE 600
 RALEIGH, NC 27601

PROJECT REFERENCE NO. R-2530B	SHEET NO. 2A-7
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
7/15/2019	7/15/2019

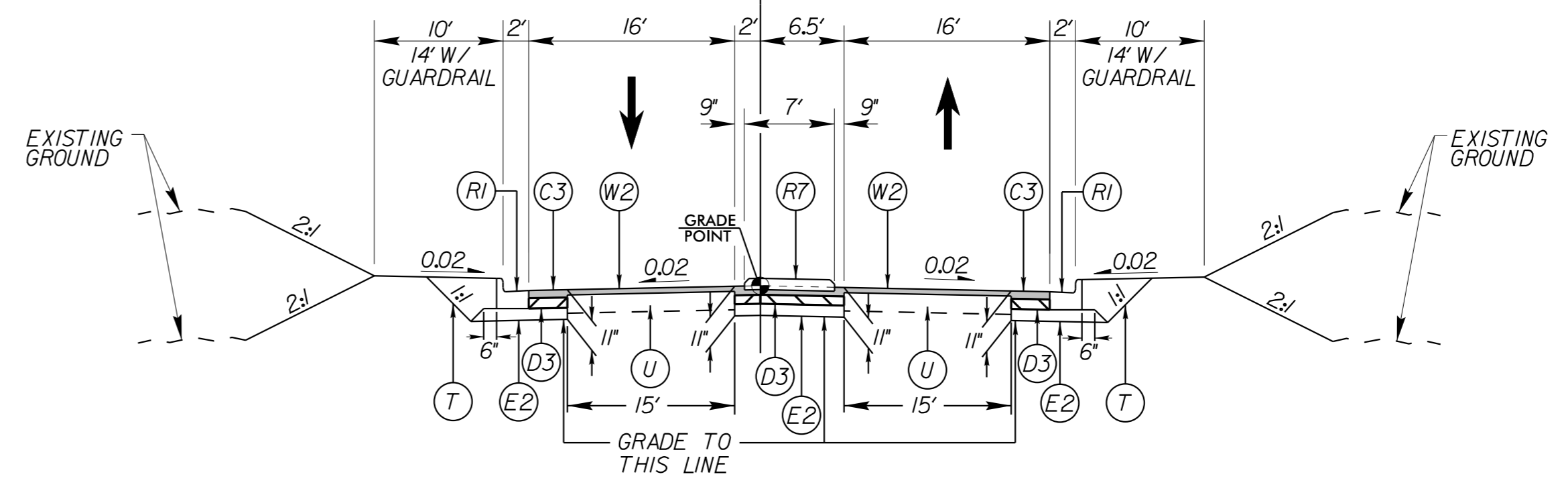
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PAVEMENT SCHEDULE
 (FINAL PAVEMENT DESIGN)

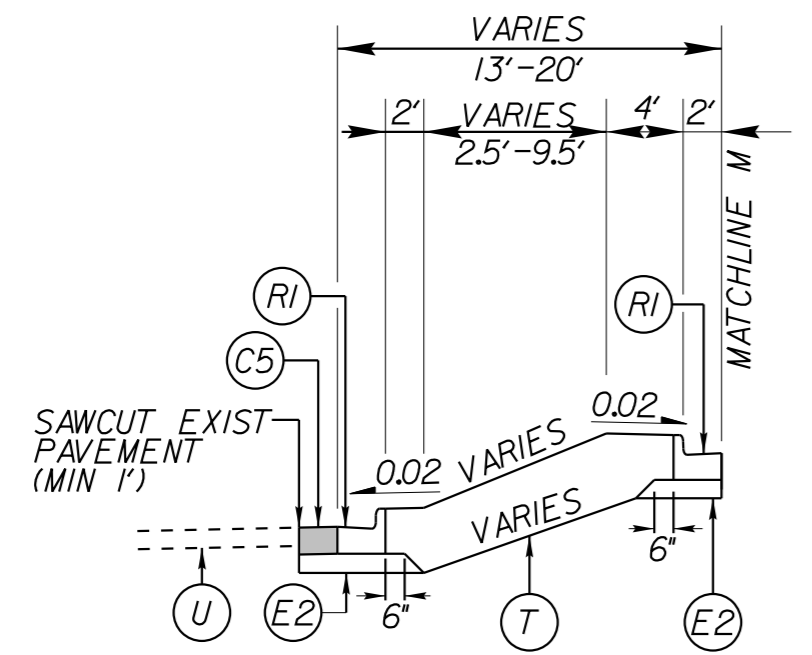
A1	8" CONCRETE PAVEMENT
C1	1.5" S9.5B
C2	2.5" S9.5B
C3	3" S9.5B
C4	3" S9.5C
C5	VAR. DEPTH S9.5B
C6	VAR. DEPTH S9.5C
D1	2.5" I19.0C
D2	3" I19.0C
D3	4" I19.0C
D4	VAR. DEPTH I19.0C
E1	3" B25.0C
E2	4" B25.0C
E3	4.5" B25.0C
E4	5.5" B25.0C
E5	VAR. DEPTH B25.0C
J1	4" AGGREGATE BASE COURSE
J2	6" AGGREGATE BASE COURSE
K1	CHEMICAL STABILIZATION (7" SOIL-CEMENT BASE/8" LIME-TREATED SOIL)
K2	8" CLASS IV SUBGRADE STABILIZATION
L	SELECT GRANULAR MATERIAL CLASS III
N1	GEOTEXTILE FOR PAVEMENT STABILIZATION
N2	GEOTEXTILE FOR SOIL STABILIZATION
P	PRIME COAT
R1	2'-6" CONCRETE CURB & GUTTER
R2	SPECIAL 2'-6" CONCRETE CURB & GUTTER (SPILL CURB)
R3	2" CONCRETE CURB & GUTTER
R4	1'-6" CONCRETE CURB & GUTTER
R5	8" X 18" CONCRETE CURB
R6	SHOULDER BERM GUTTER
R7	5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
S	4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W1	WEDGING
W2	WEDGING
W3	WEDGING



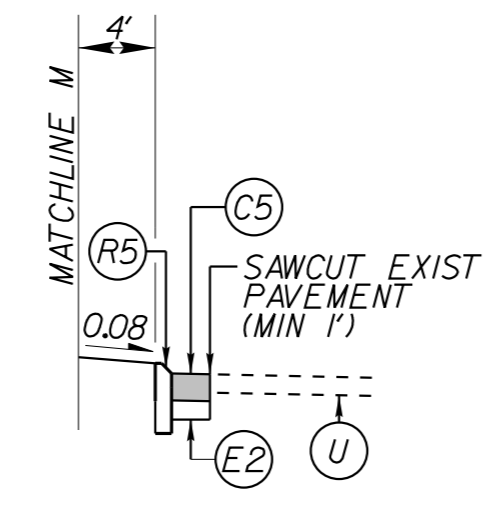
TYPICAL SECTION NO. 11
 -Y2- STA 10+35.33 TO 32+20.38 (BEGIN ROUNDABOUT)
 -Y2A- STA 10+90.05 (END ROUNDABOUT) TO 17+20.00



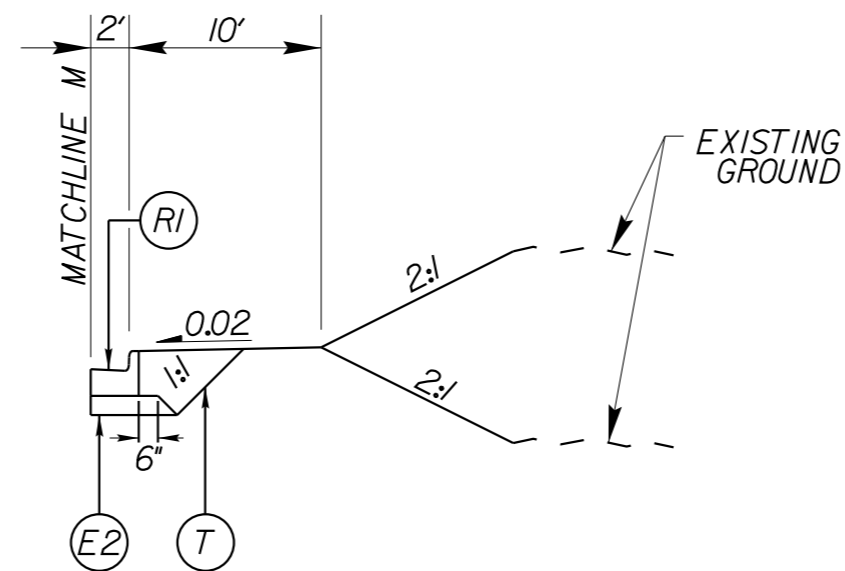
TYPICAL SECTION NO. 12
 -Y3- STA 14+88.00 TO 16+04.90



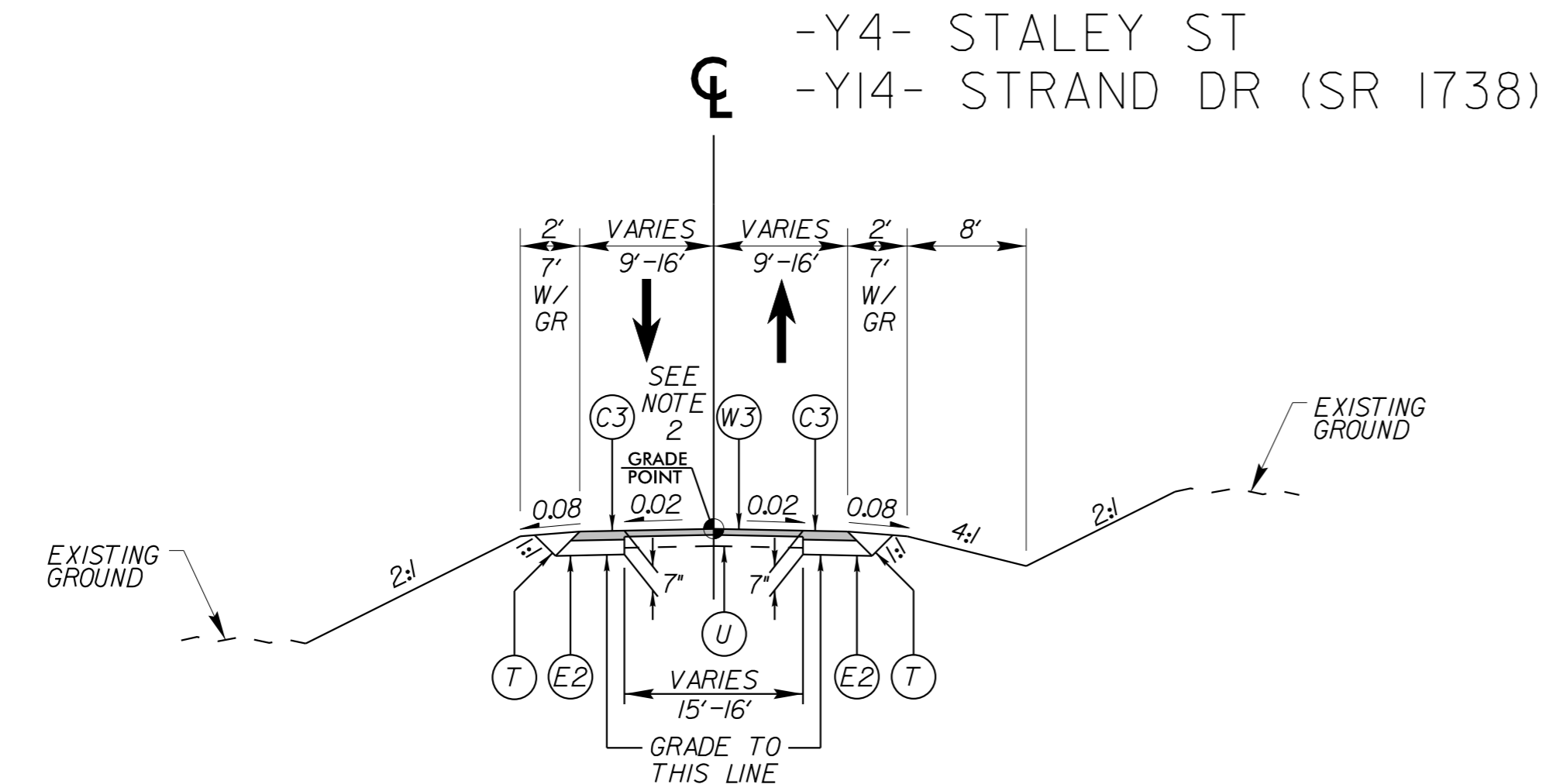
TYPICAL SECTION NO. 11A
 -Y2- STA 10+80.90 TO 12+54.86 (LT)



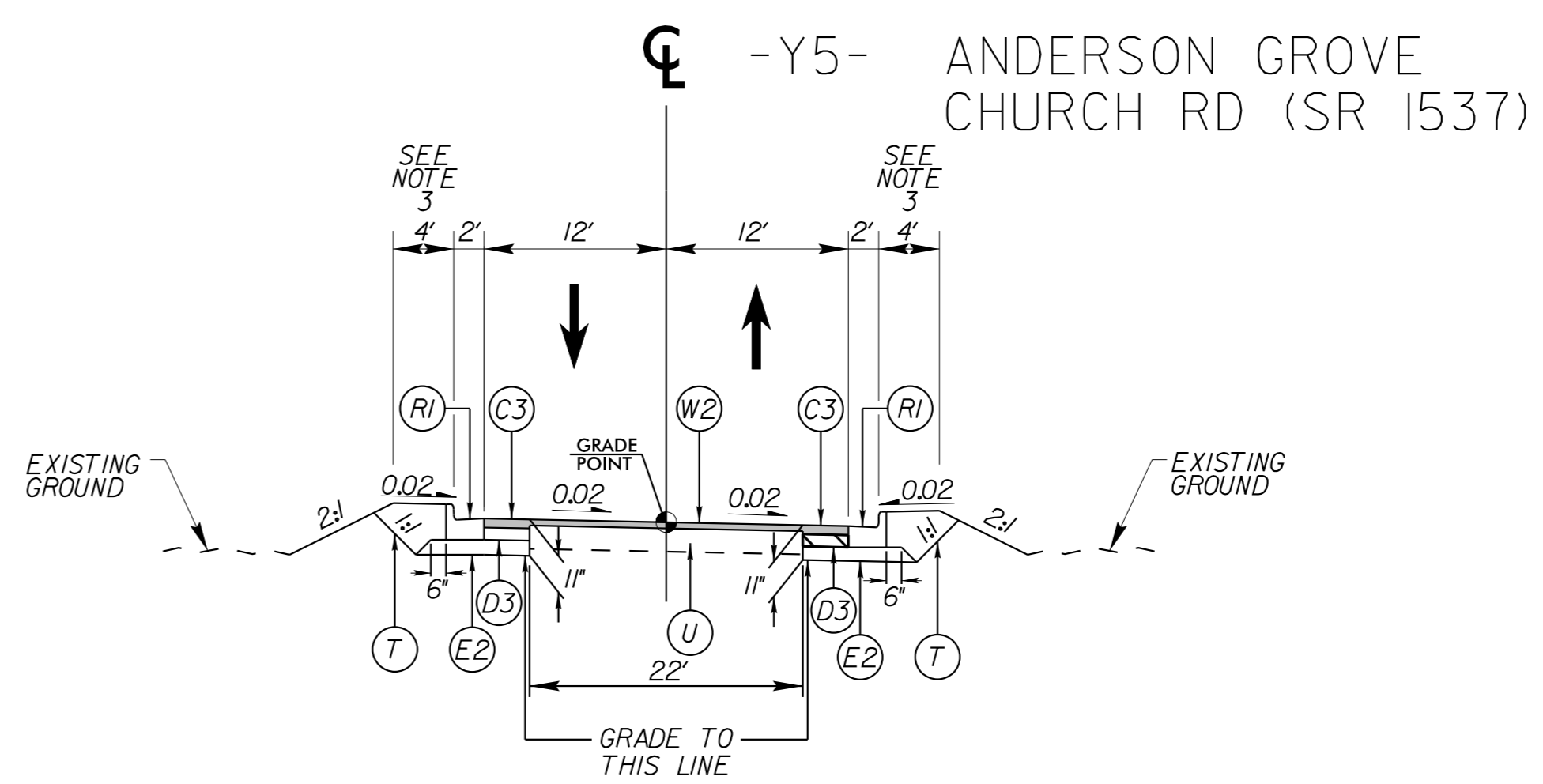
TYPICAL SECTION NO. 11B
 -Y2- STA 11+37.00 TO 12+81.00 (RT)



TYPICAL SECTION NO. 11C
 -Y2- STA 31+19.81 TO 32+20.38 (LT)
 -Y2- STA 31+42.54 TO 32+20.38 (RT)
 -Y2A- STA 10+90.05 TO 11+78.02 (RT)
 -Y2A- STA 10+90.05 TO 11+85.00 (LT)



TYPICAL SECTION NO. 13
 -Y4- STA 13+11.00 TO 14+72.00
 -Y14- STA 11+42.00 TO 14+56.00



TYPICAL SECTION NO. 14
 -Y5- STA 13+51.00 TO 13+97.64

NOTES:
 1. USE 4" TURF SHOULDERS AND 2:1 DITCH SLOPES FROM -Y2- STA 11+25.00 TO 21+00.00 (RT) AND FROM -Y2- STA 27+50.00 TO 31+00.00
 2. SEE TRANSPORTATION MANAGEMENT PLANS FOR -Y14- TEMPORARY PAVEMENT LOCATIONS
 3. BERM REDUCED TO AVOID GRAVE SITES
 4. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED

2/14/2019

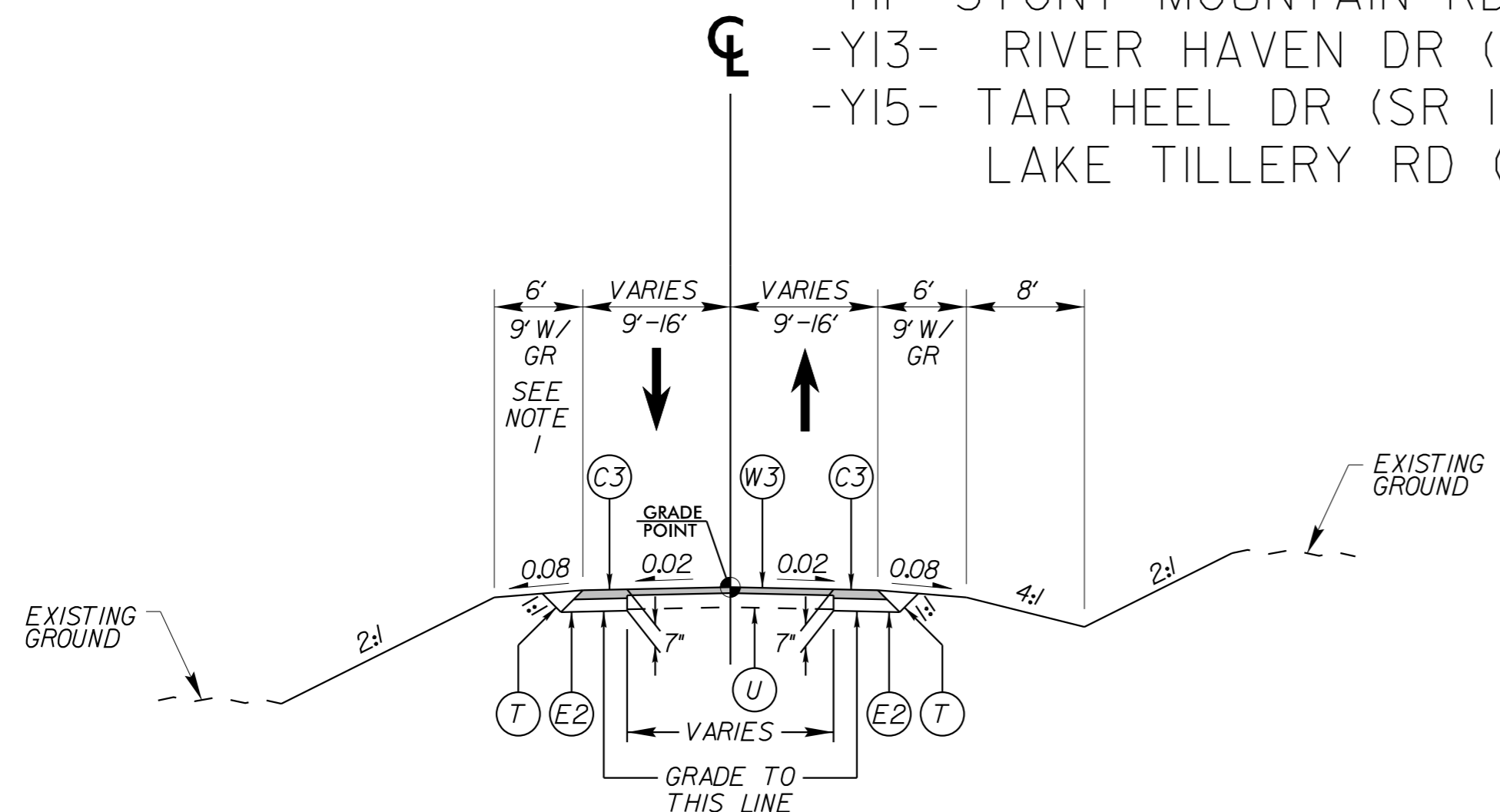
REVISIONS

5/14/99

Kimley Horn
 421 FAYETTEVILLE STREET, SUITE 600
 RALEIGH, NC 27601

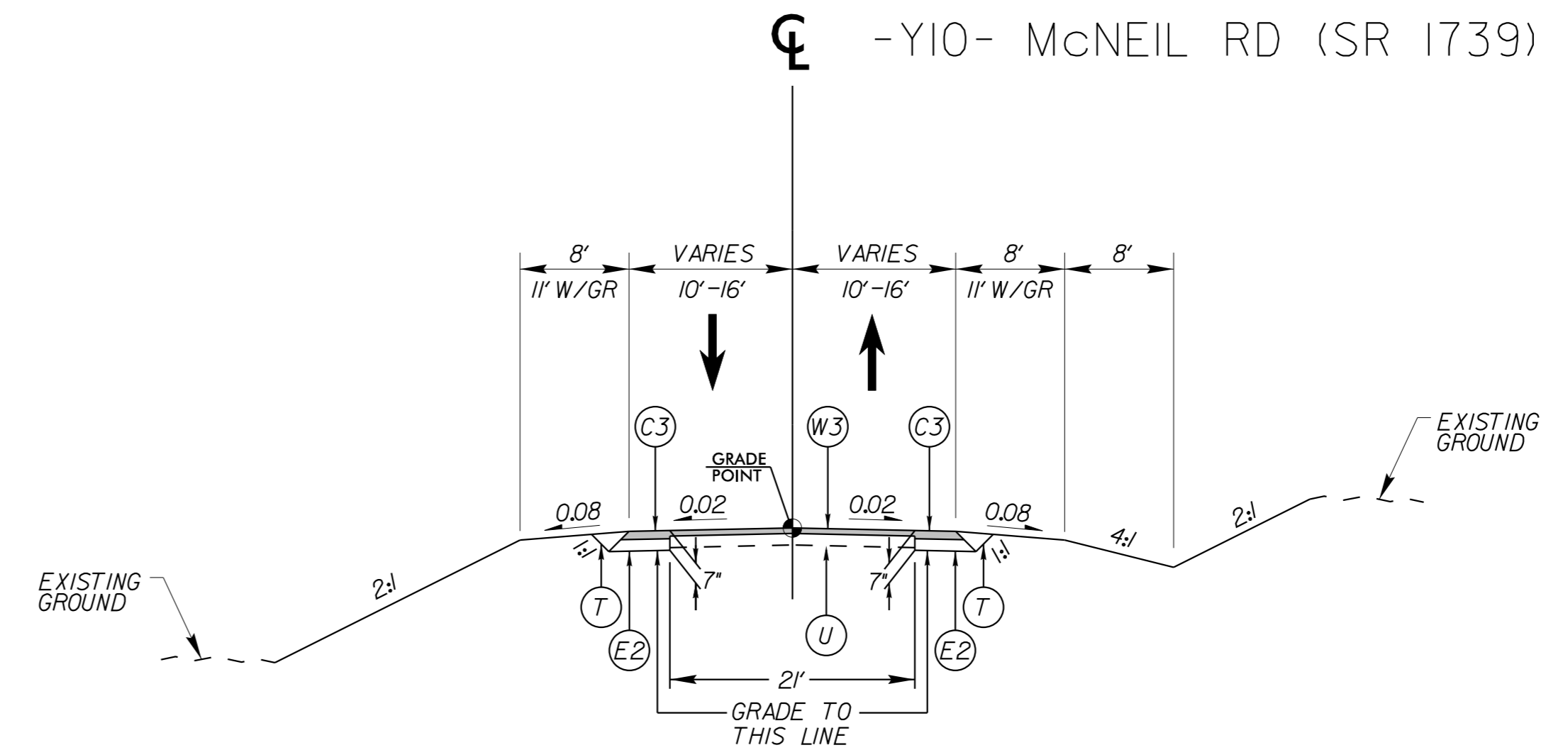
PROJECT REFERENCE NO. R-2530B	SHEET NO. 2A-8
ROADWAY DESIGN ENGINEER <i>[Signature]</i>	PAVEMENT DESIGN ENGINEER <i>[Signature]</i>
2/15/2019	2/15/2019

- Y6- ANDERSON RD (SR 1734)
- Y7- SWEET HOME CHURCH RD (SR 1731)
- Y8- VALLEY DR (SR 1720)/
STONE GAP RD (SR 1720)
- Y9- DUNLAP RD (SR 1736)
- Y11- STONY MOUNTAIN RD (SR 1818)
- Y13- RIVER HAVEN DR (SR 1778)
- Y15- TAR HEEL DR (SR 1774) /
LAKE TILLERY RD (SR 1803)



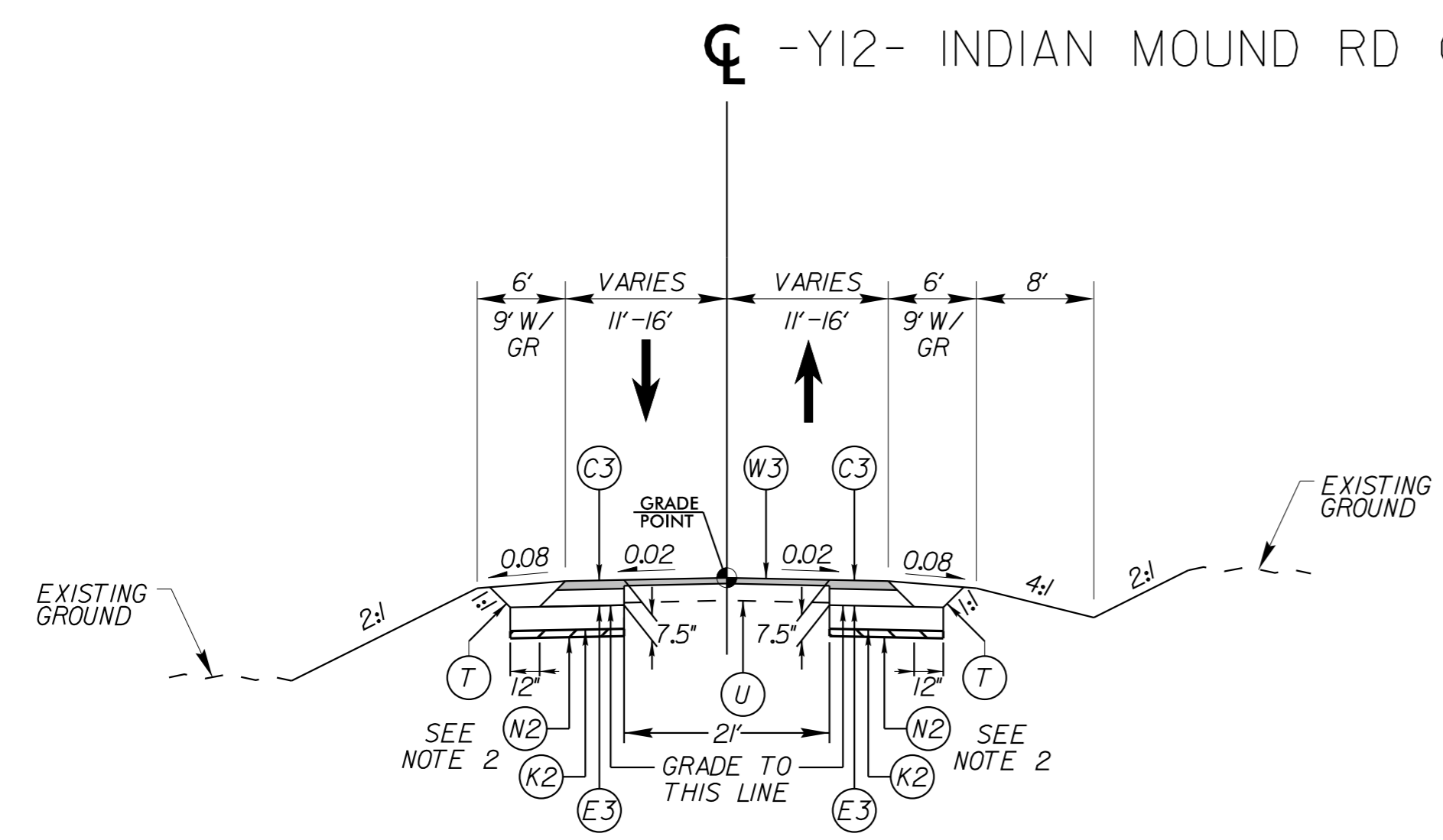
TYPICAL SECTION NO. 15

- Y6- STA 10+37.51 TO 12+86.00
- Y7- STA 15+34.00 TO 18+32.19
- Y8- STA 13+68.00 TO 17+52.93
- Y8- STA 18+57.39 TO 27+06.00
- Y9- STA 14+13.00 TO 19+02.07
- Y11- STA 12+75.00 TO 17+11.77
- Y13- STA 13+72.00 TO 17+10.29
- Y15- STA 11+30.00 TO 13+42.86 (SEE NOTE 2)
- Y15- STA 14+36.86 TO 16+95.00 (SEE NOTE 2)



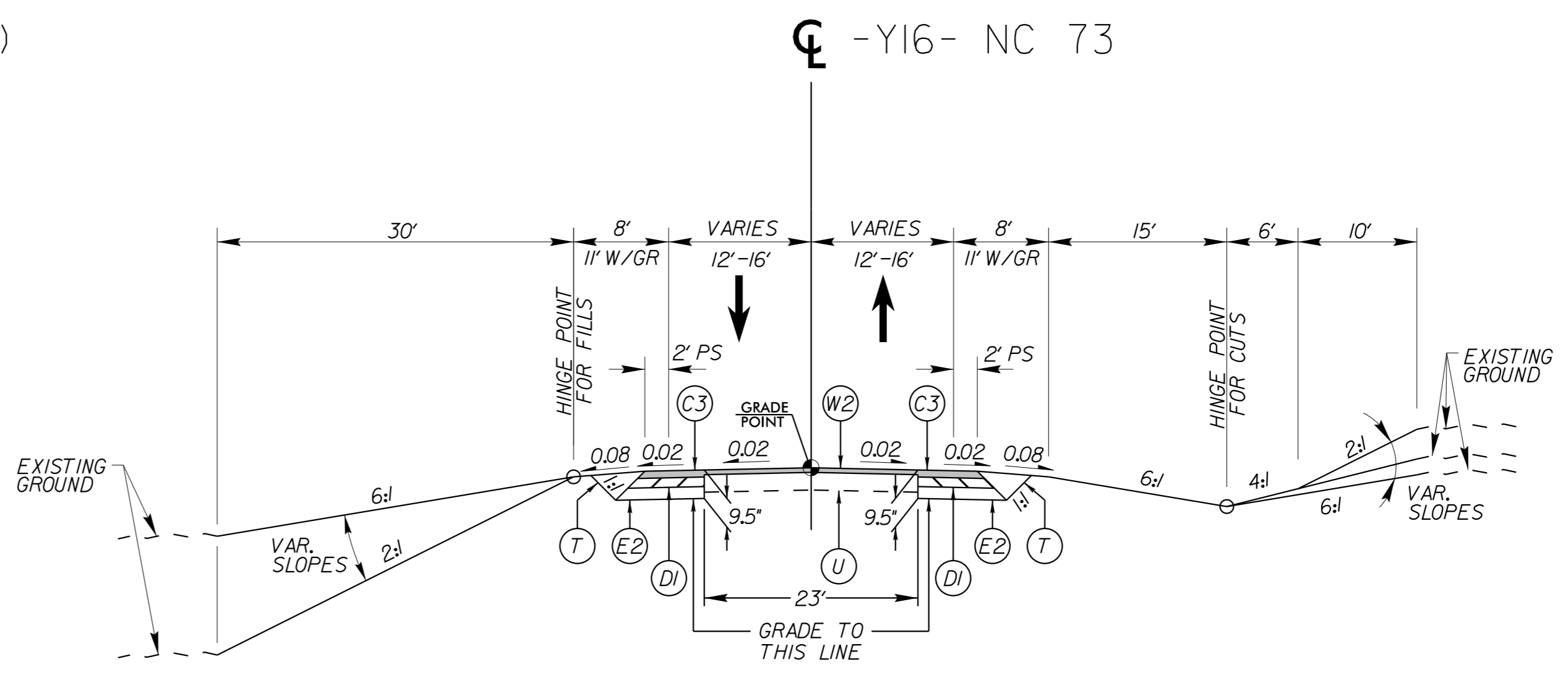
TYPICAL SECTION NO. 16

- Y10- STA 10+47.37 TO 13+04.00



TYPICAL SECTION NO. 17

- Y12- STA 10+47.00 TO 16+72.00



TYPICAL SECTION NO. 18

- Y16- STA 10+47.00 TO 16+05.00

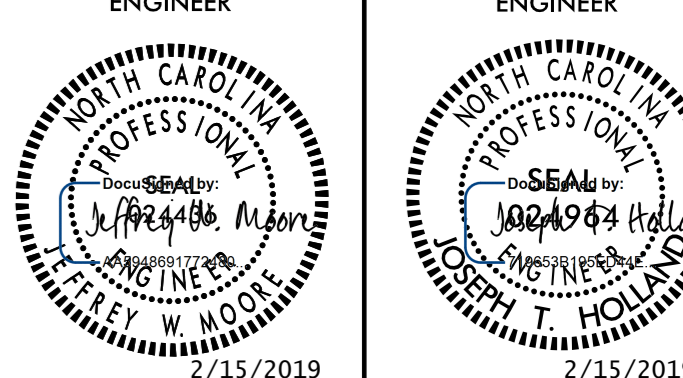
PAVEMENT SCHEDULE
(FINAL PAVEMENT DESIGN)

A1	8" CONCRETE PAVEMENT
C1	1.5" S9.5B
C2	2.5" S9.5B
C3	3" S9.5B
C4	3" S9.5C
C5	VAR. DEPTH S9.5B
C6	VAR. DEPTH S9.5C
D1	2.5" I19.0C
D2	3" I19.0C
D3	4" I19.0C
D4	VAR. DEPTH I19.0C
E1	3" B25.0C
E2	4" B25.0C
E3	4.5" B25.0C
E4	5.5" B25.0C
E5	VAR. DEPTH B25.0C
J1	4" AGGREGATE BASE COURSE
J2	6" AGGREGATE BASE COURSE
K1	CHEMICAL STABILIZATION (7" SOIL-CEMENT BASE/8" LIME-TREATED SOIL)
K2	8" CLASS IV SUBGRADE STABILIZATION
L	SELECT GRANULAR MATERIAL, CLASS III
N1	GEOTEXTILE FOR PAVEMENT STABILIZATION
N2	GEOTEXTILE FOR SOIL STABILIZATION
P	PRIME COAT
R1	2'-6" CONCRETE CURB & GUTTER
R2	SPECIAL 2'-6" CONCRETE CURB & GUTTER (SPILL CURB)
R3	2" CONCRETE CURB & GUTTER
R4	1'-6" CONCRETE CURB & GUTTER
R5	8" X 18" CONCRETE CURB
R6	SHOULDER BERM GUTTER
R7	5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
S	4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W1	WEDGING
W2	WEDGING
W3	WEDGING

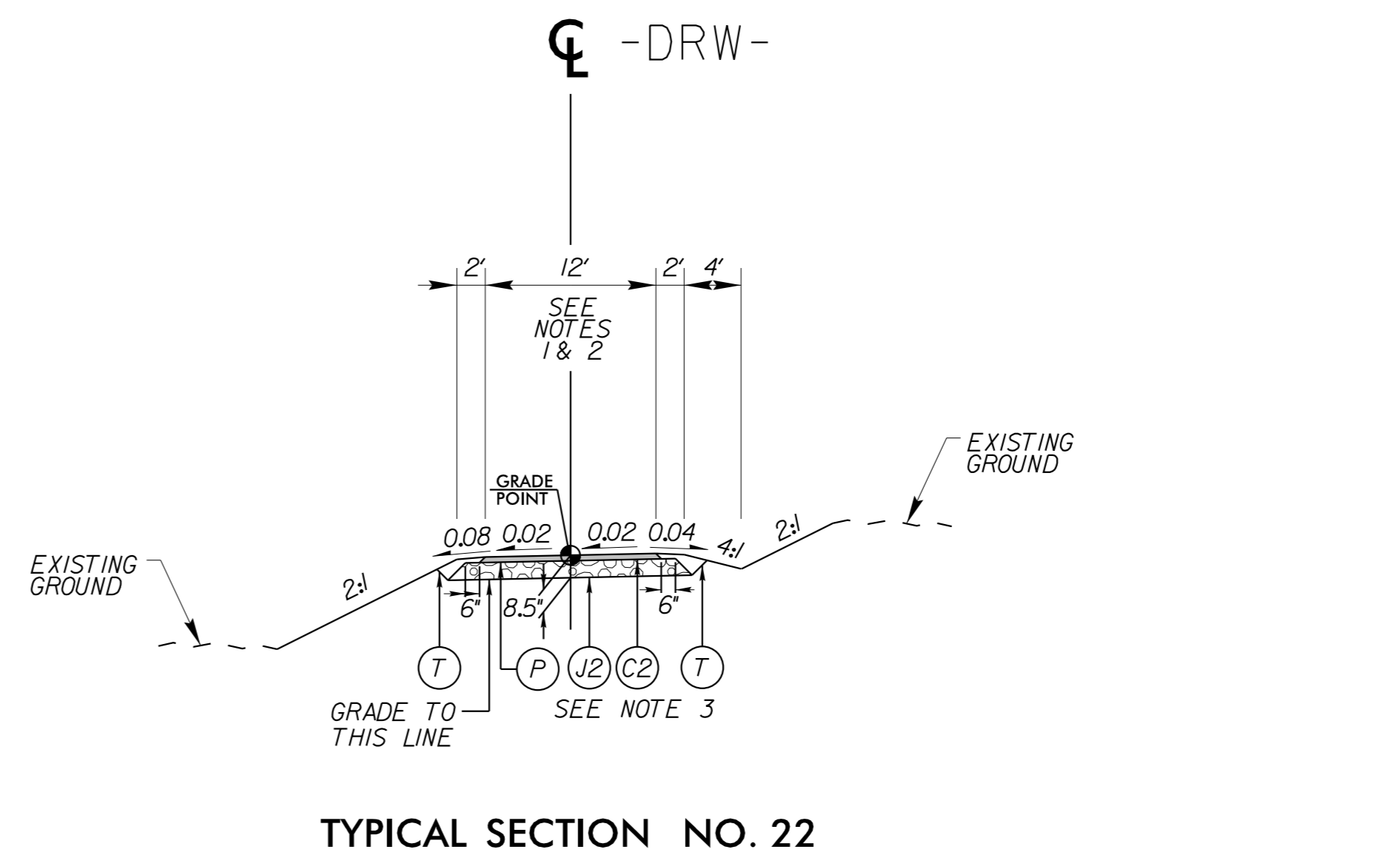
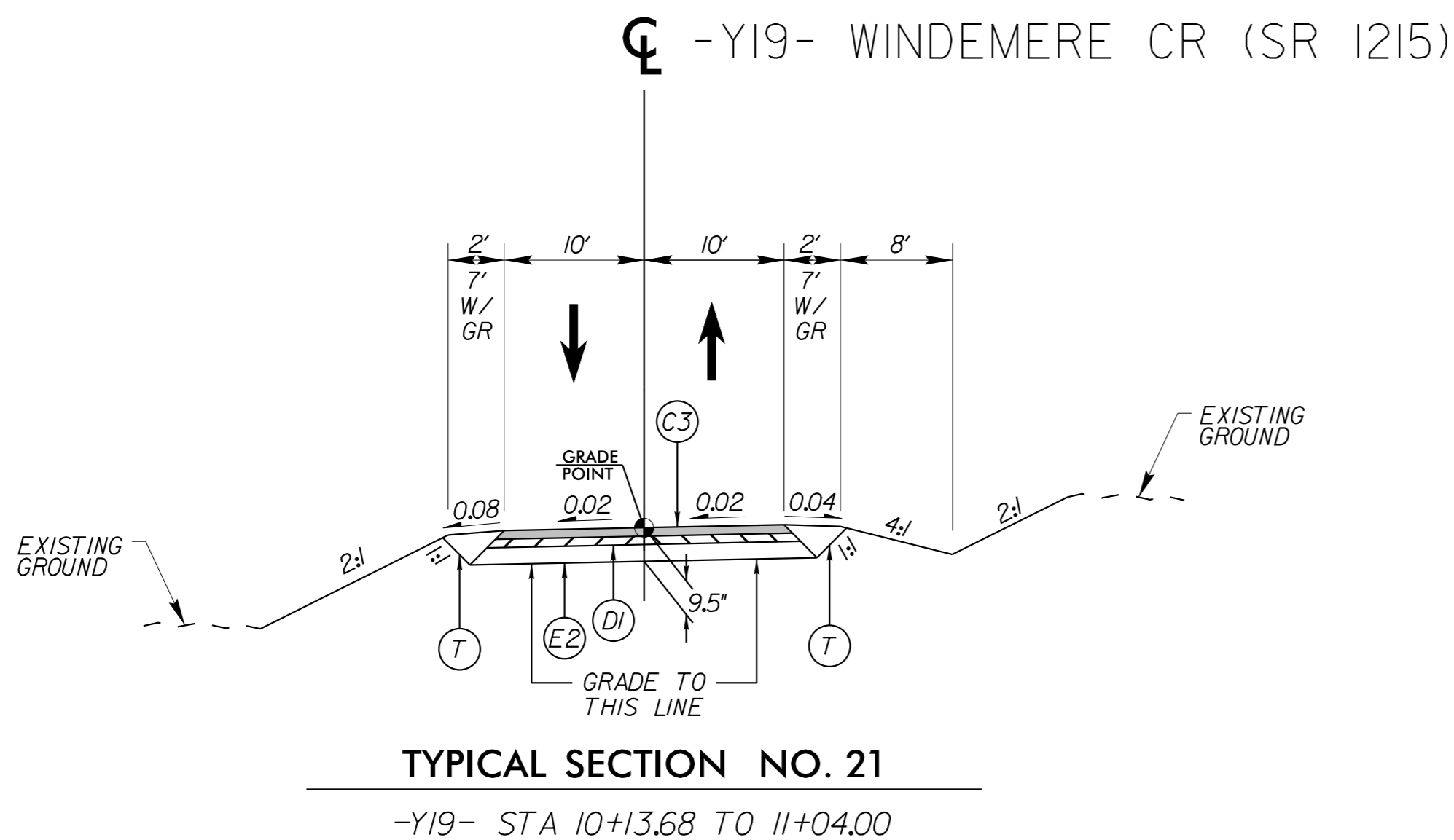
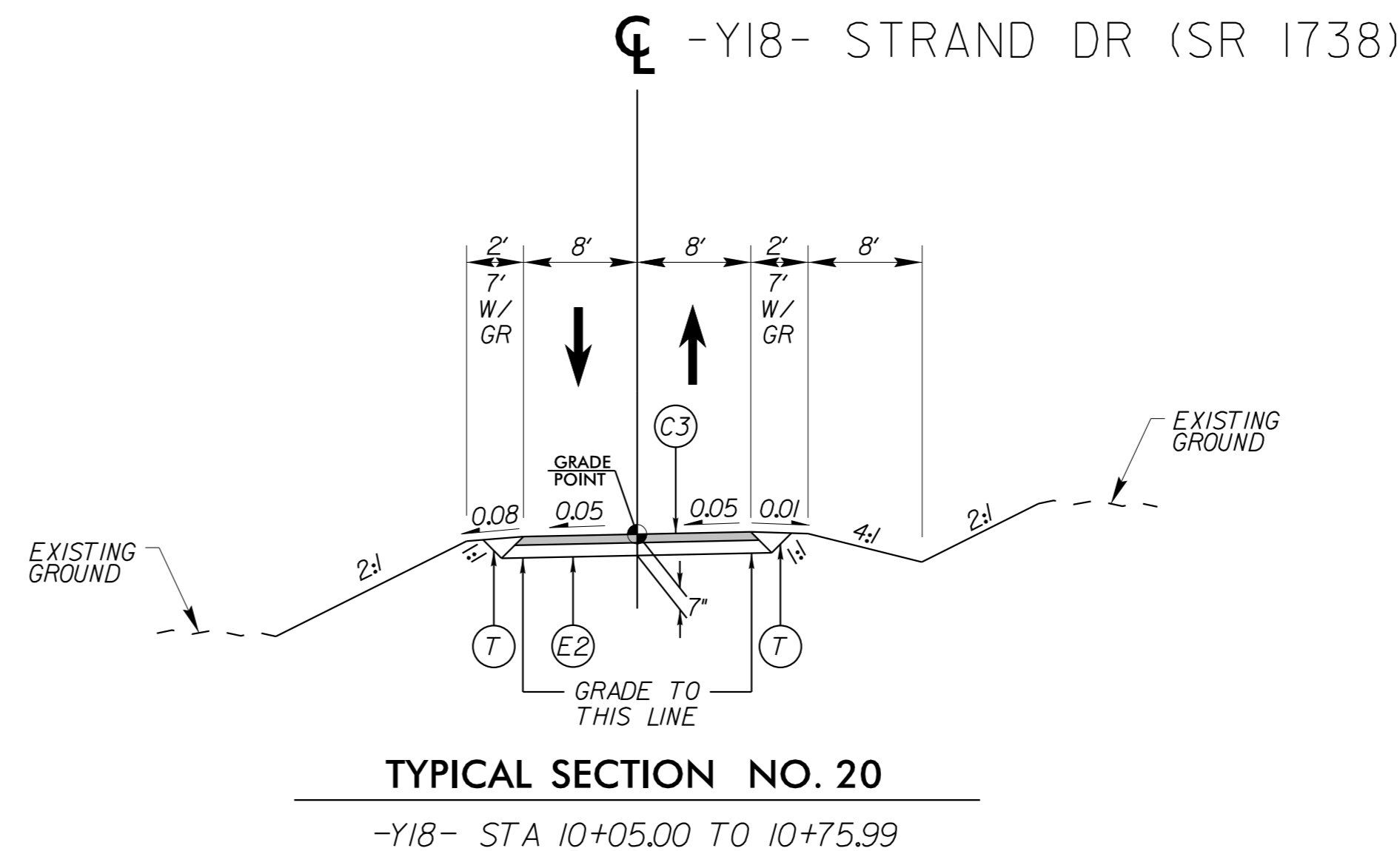
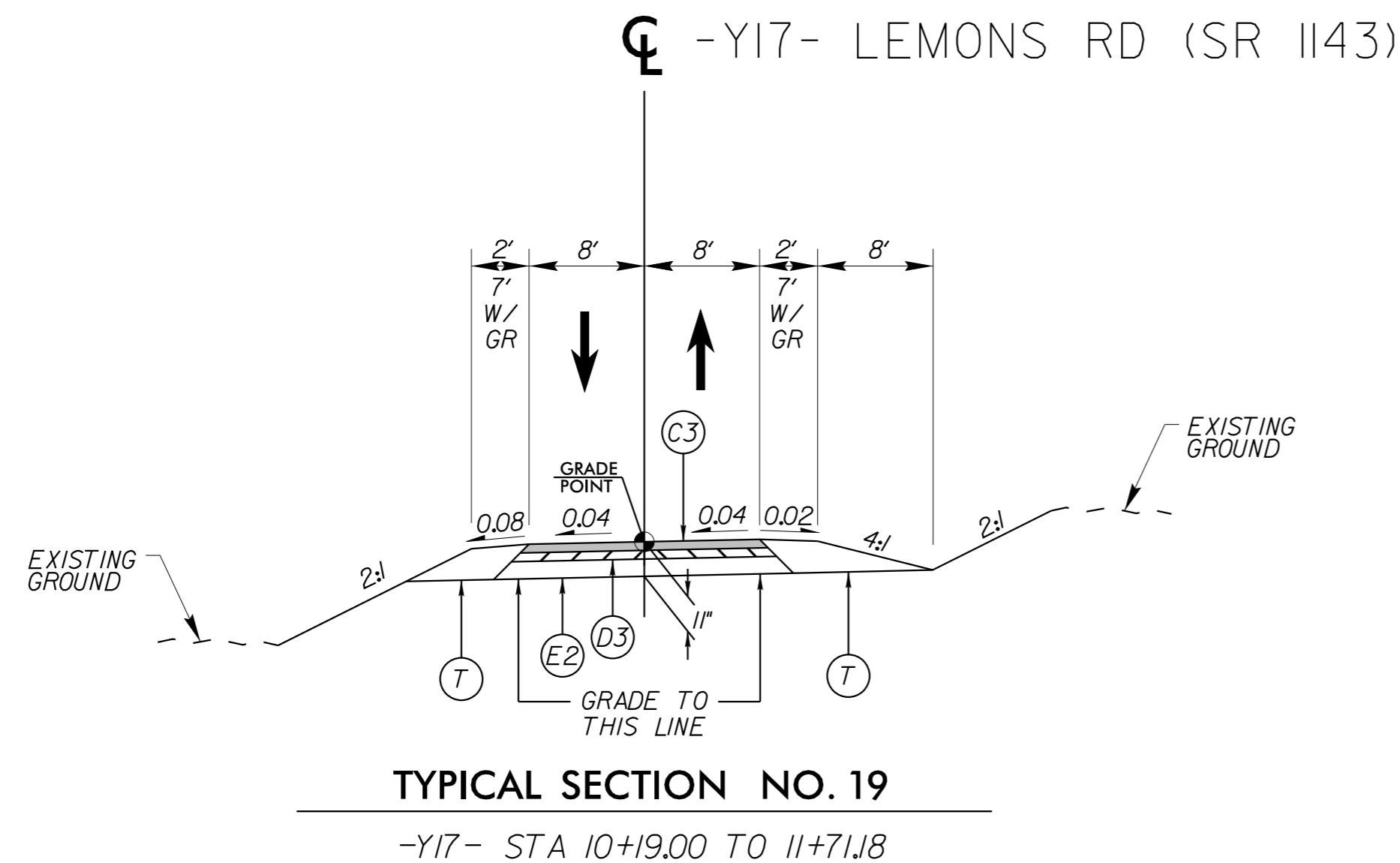
NOTES:
 1. USE 3' SHOULDER WIDTHS FROM -Y6- STA 12+50.00 TO 12+86.00 (RT) AND 12+75.00 TO 12+86.00 (LT)
 2. INSTALL CLASS IV SUBGRADE STABILIZATION AND GEOTEXTILE FOR SOIL STABILIZATION UNDER FULL-DEPTH PAVEMENT SECTIONS ALONG -Y15- AS SHOWN IN TYPICAL SECTION NO.17, SEE DETAIL SHEET 2A-3 AND SHEET 3G-1 FOR RECOMMENDED LOCATIONS OF GEOTEXTILE FOR PAVEMENT STABILIZATION.
 3. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED

2/15/2019

REVISIONS



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



- DRW1- STA 10+40.44 TO 10+75.00
- DRW10- STA 10+10.00 TO 11+29.00
- DRW1A- STA 10+39.50 TO 10+92.00
- DRW11- STA 10+15.00 TO 11+04.00
- DRW2- STA 10+39.50 TO 10+94.00
- DRW12- STA 10+58.03 TO 11+05.00
- DRW2A- STA 10+39.50 TO 10+92.00
- DRW12A- STA 10+14.02 TO 10+71.00
- DRW2B- STA 10+39.50 TO 10+78.00
- DRW13- STA 10+00.00 TO 10+79.00
- DRW4- STA 10+39.50 TO 10+95.00
- DRW13A- STA 10+51.00 TO 11+00.00
- DRW5- STA 10+43.23 TO 11+05.00
- DRW13B- STA 10+51.00 TO 10+90.00
- DRW6- STA 10+00.00 TO 10+69.00
- DRW14- STA 10+51.00 TO 11+30.00
- DRW7- STA 10+30.00 TO 11+07.00
- DRW16- STA 10+38.00 TO 11+39.00
- DRW9- STA 10+40.00 TO 11+29.00
- DRW17- STA 10+20.00 TO 10+99.00
- DRW9A- STA 10+51.00 TO 11+59.00
- DRW18- STA 10+25.00 TO 10+99.00
- DRW9B- STA 10+57.00 TO 11+63.00

PAVEMENT SCHEDULE
(FINAL PAVEMENT DESIGN)

A1	8" CONCRETE PAVEMENT
C1	1.5" S9.5B
C2	2.5" S9.5B
C3	3" S9.5B
C4	3" S9.5C
C5	VAR. DEPTH S9.5B
C6	VAR. DEPTH S9.5C
D1	2.5" 119.0C
D2	3" 119.0C
D3	4" 119.0C
D4	VAR. DEPTH 119.0C
E1	3" B25.0C
E2	4" B25.0C
E3	4.5" B25.0C
E4	5.5" B25.0C
E5	VAR. DEPTH B25.0C
J1	4" AGGREGATE BASE COURSE
J2	6" AGGREGATE BASE COURSE
K1	CHEMICAL STABILIZATION (7" SOIL-CEMENT BASE/8" LIME-TREATED SOIL)
K2	8" CLASS IV SUBGRADE STABILIZATION
L	SELECT GRANULAR MATERIAL CLASS III
N1	GEOTEXTILE FOR PAVEMENT STABILIZATION
N2	GEOTEXTILE FOR SOIL STABILIZATION
P	PRIME COAT
R1	2'-6" CONCRETE CURB & GUTTER
R2	SPECIAL 2'-6" CONCRETE CURB & GUTTER (SPILL CURB)
R3	2" CONCRETE CURB & GUTTER
R4	1'-6" CONCRETE CURB & GUTTER
R5	8" x 18" CONCRETE CURB
R6	SHOULDER BERM GUTTER
R7	5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
S	4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W1	WEDGING
W2	WEDGING
W3	WEDGING

NOTES:

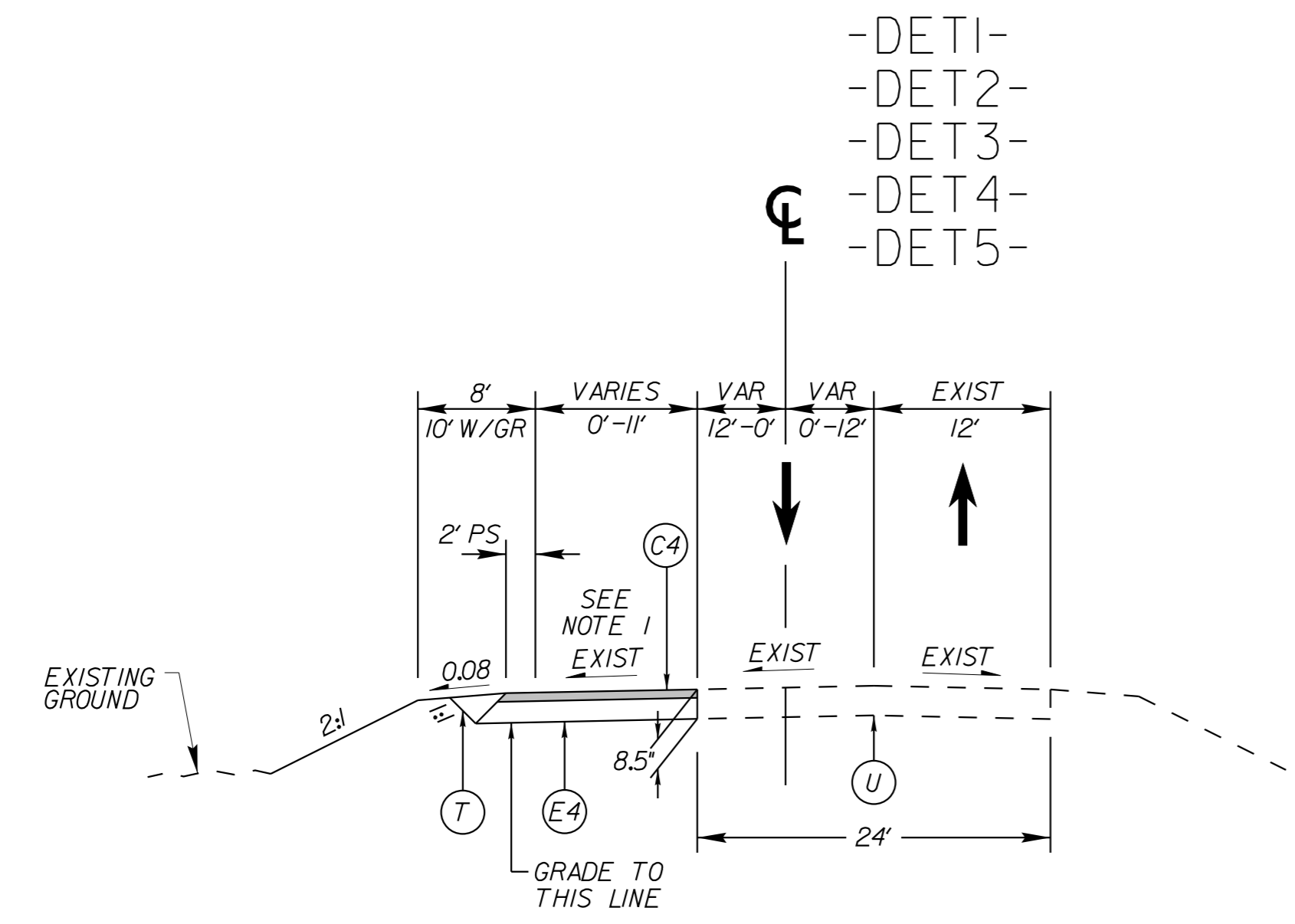
1. SEE PLANS FOR PAVEMENT WIDTH
2. SEE CROSS-SECTIONS FOR PAVEMENT SLOPES
3. CONSTRUCT ALL DRIVEWAYS TO LIMITS SHOWN ON PLANS AND WITH ASPHALT PAVEMENT UNLESS OTHERWISE NOTED
4. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED

5/14/99

Kimley Horn
 421 FAYETTEVILLE STREET, SUITE 600
 RALEIGH, NC 27601

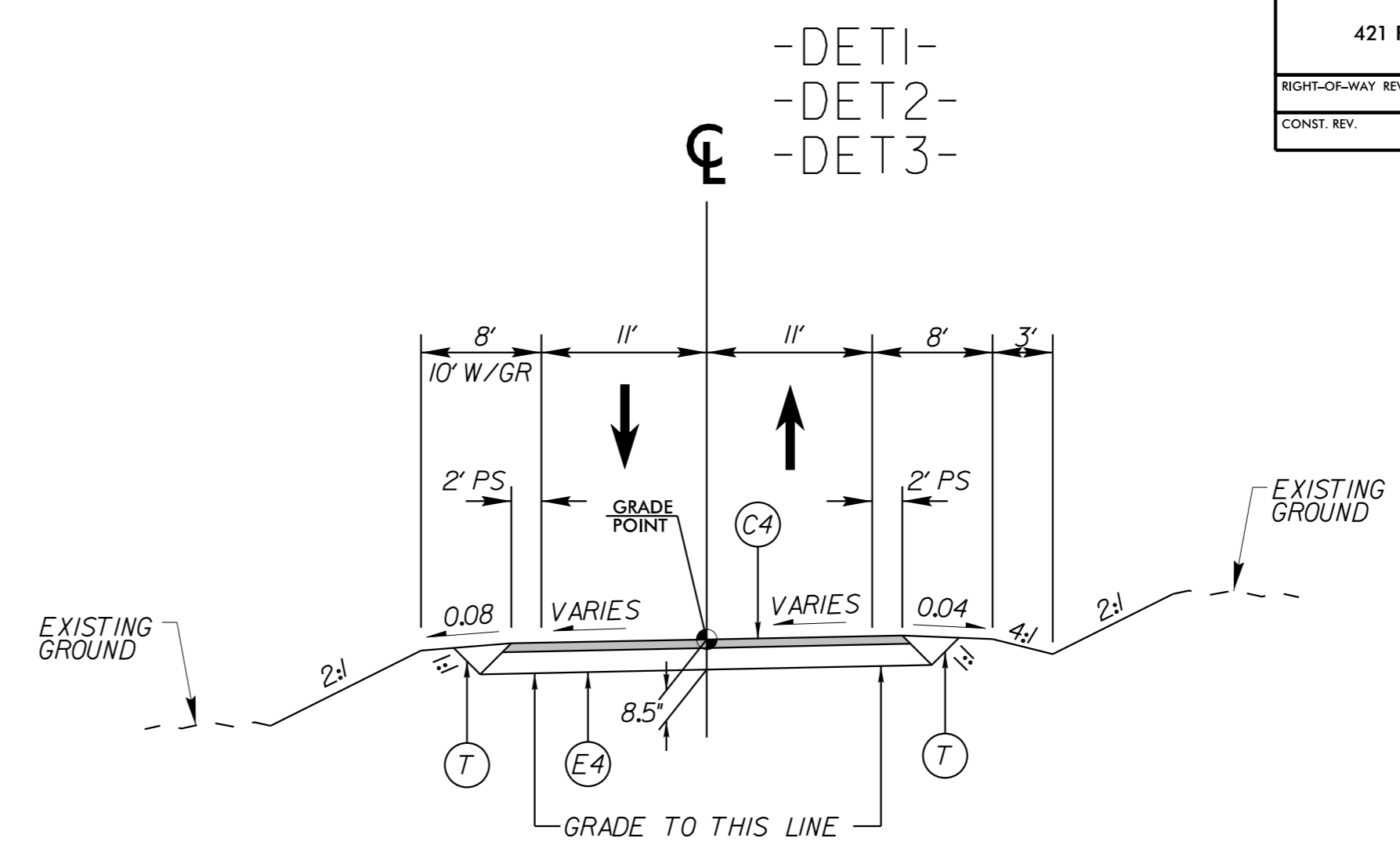
PROJECT REFERENCE NO. R-2530B	SHEET NO. 2A-10
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



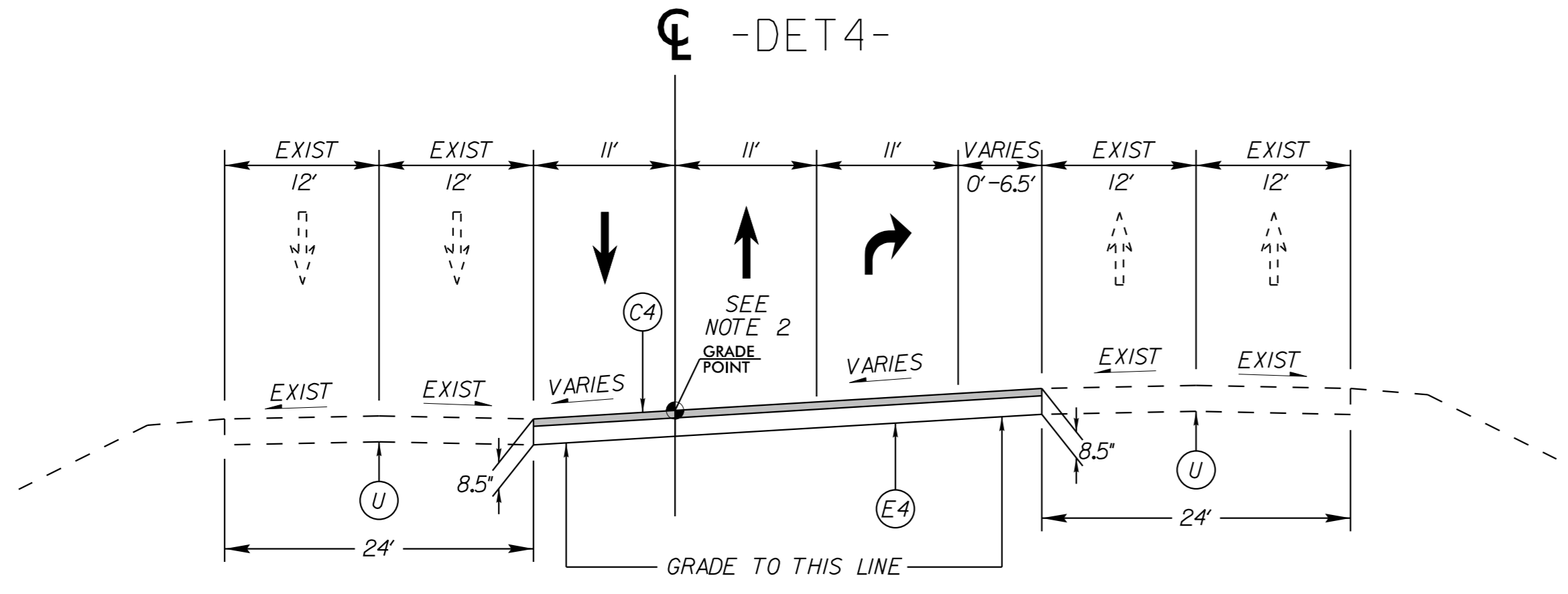
TYPICAL SECTION NO. 23
 TEMPORARY WIDENING

- DET1- STA 10+50.45 TO 12+75.56
- DET2- STA 14+98.22 TO 17+32.36
- DET3- STA 16+01.18 TO 18+43.36
- DET4- STA 10+66.21 TO 12+23.02
- DET5- STA 10+70.91 TO 13+65.63
- DET5- STA 20+08.76 TO 23+68.81



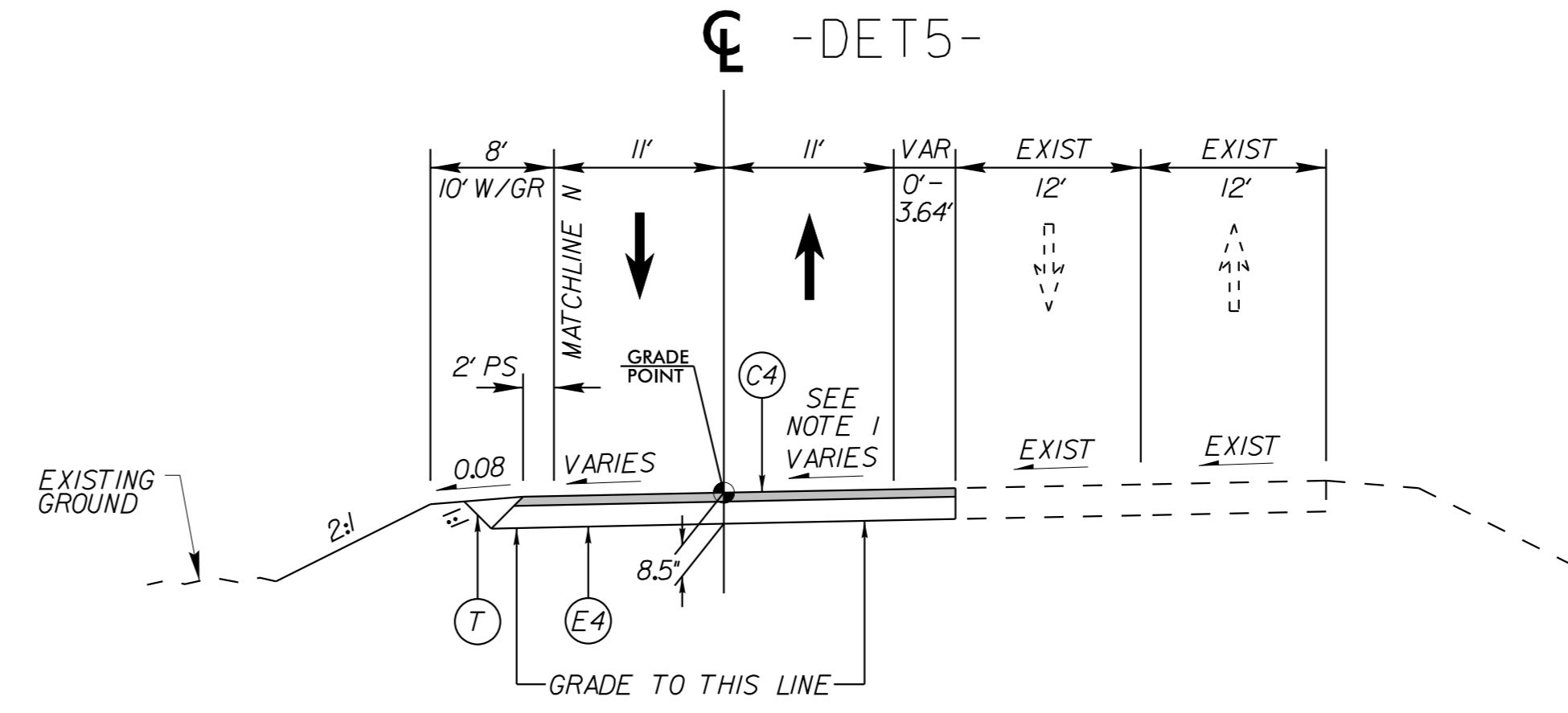
TYPICAL SECTION NO. 24
 TEMPORARY WIDENING

- DET1- STA 12+75.56 TO 17+07.59
- DET2- STA 10+49.24 TO 14+98.22
- DET3- STA 10+50.00 TO 16+01.18



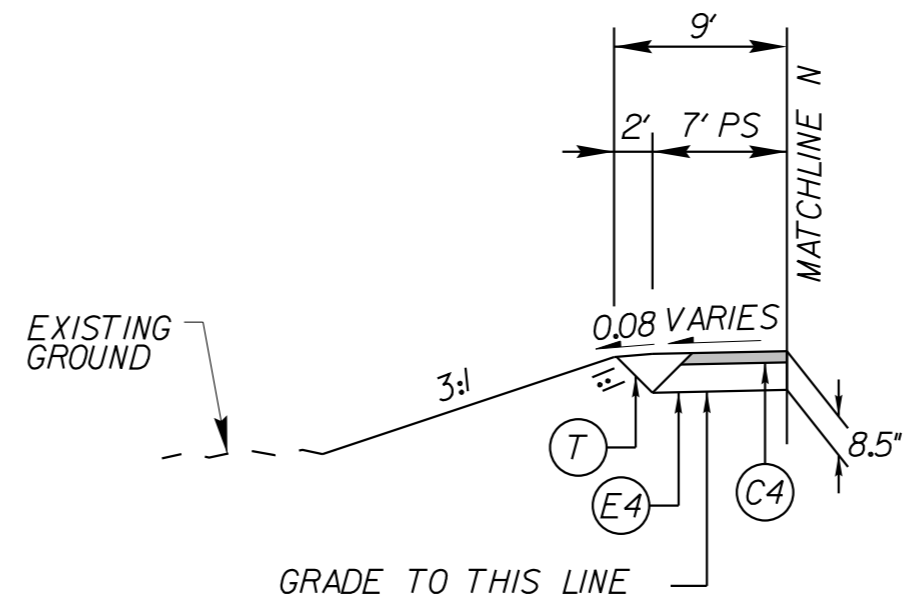
TYPICAL SECTION NO. 25
 TEMPORARY WIDENING

- DET4- STA 12+23.02 TO 15+80.33



TYPICAL SECTION NO. 26
 TEMPORARY WIDENING

- DET5- STA 13+65.63 TO 20+08.76



TYPICAL SECTION NO. 26A
 TEMPORARY WIDENING

- DET5- STA 14+86.17 TO 19+77.17

PAVEMENT SCHEDULE
 (FINAL PAVEMENT DESIGN)

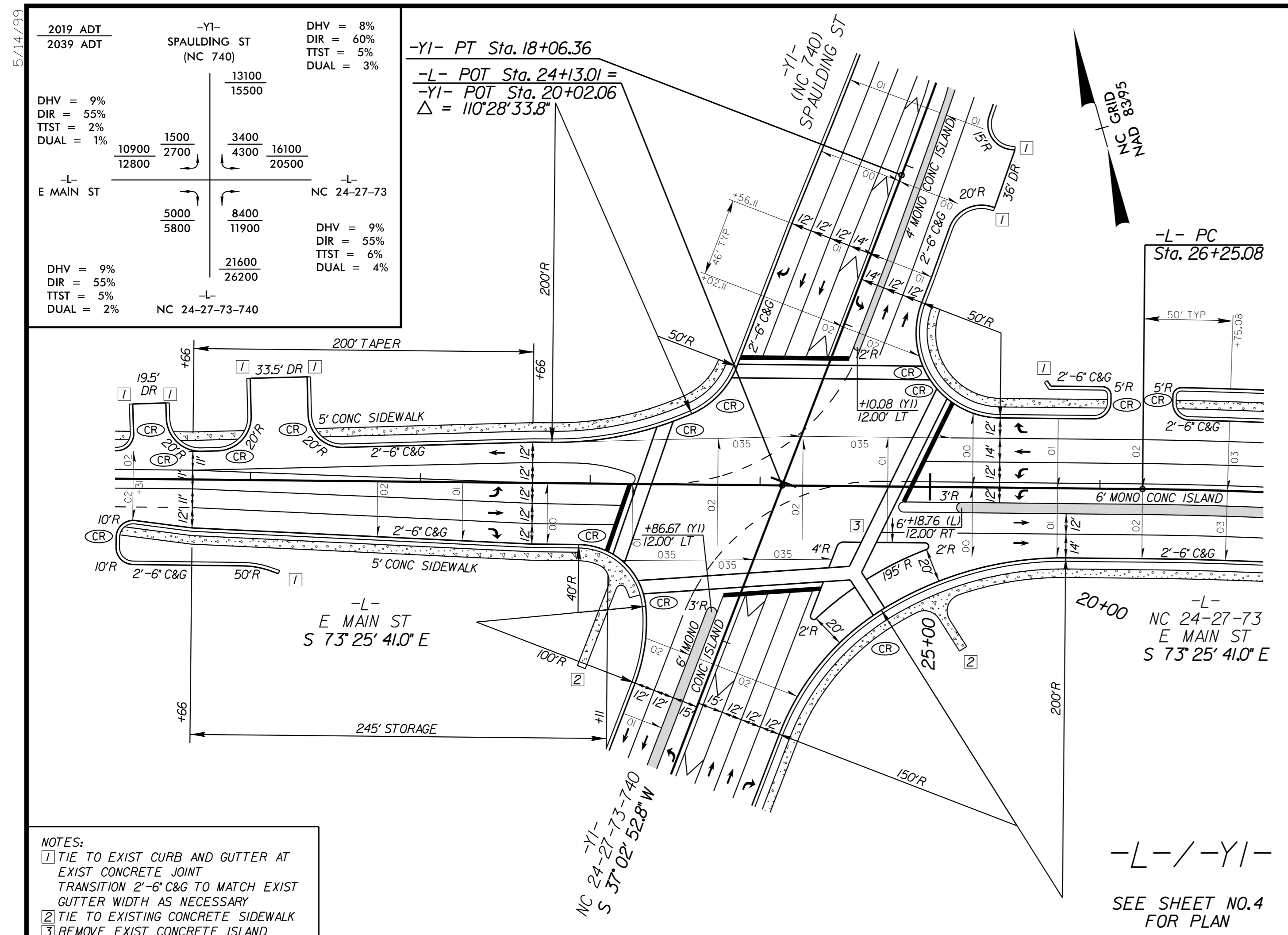
A1	8" CONCRETE PAVEMENT
C1	1.5" S9.5B
C2	2.5" S9.5B
C3	3" S9.5B
C4	3" S9.5C
C5	VAR. DEPTH S9.5B
C6	VAR. DEPTH S9.5C
D1	2.5" I19.0C
D2	3" I19.0C
D3	4" I19.0C
D4	VAR. DEPTH I19.0C
E1	3" B25.0C
E2	4" B25.0C
E3	4.5" B25.0C
E4	5.5" B25.0C
E5	VAR. DEPTH B25.0C
J1	4" AGGREGATE BASE COURSE
J2	6" AGGREGATE BASE COURSE
K1	CHEMICAL STABILIZATION (7" SOIL-CEMENT BASE/8" LIME-TREATED SOIL)
K2	8" CLASS IV SUBGRADE STABILIZATION
L	SELECT GRANULAR MATERIAL CLASS III
N1	GEOTEXTILE FOR PAVEMENT STABILIZATION
N2	GEOTEXTILE FOR SOIL STABILIZATION
P	PRIME COAT
R1	2'-6" CONCRETE CURB & GUTTER
R2	SPECIAL 2'-6" CONCRETE CURB & GUTTER (SPILL CURB)
R3	2" CONCRETE CURB & GUTTER
R4	1'-6" CONCRETE CURB & GUTTER
R5	8" x 18" CONCRETE CURB
R6	SHOULDER BERM GUTTER
R7	5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
S	4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W1	WEDGING
W2	WEDGING
W3	WEDGING

REVISIONS

2/14/2019

NOTES:
 1. MATCH EXISTING SLOPE OF ADJACENT TRAVEL LANE
 2. PROFILE POINT FROM -DET4- STA 15+35.98 TO 15+80.33

5/14/19



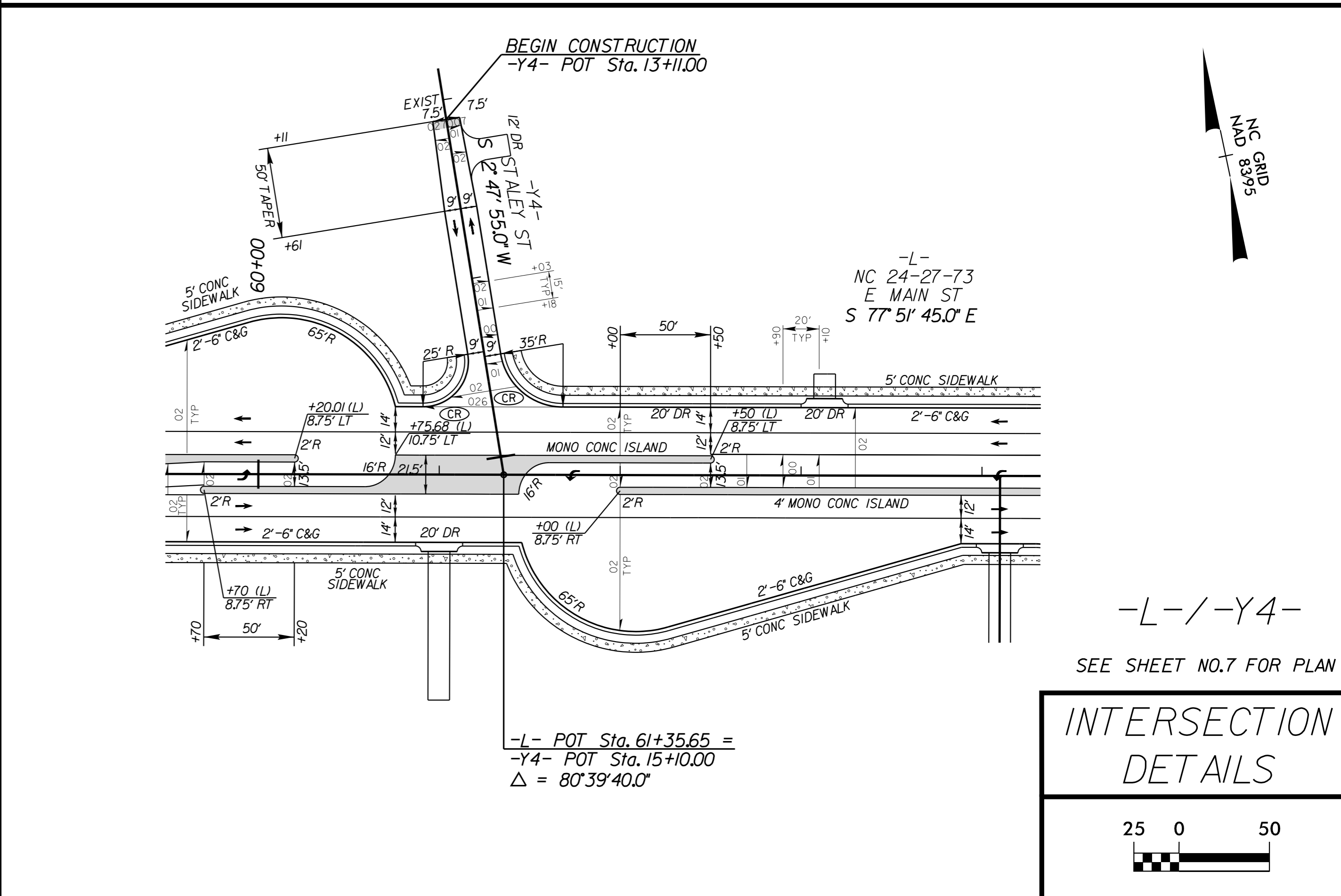
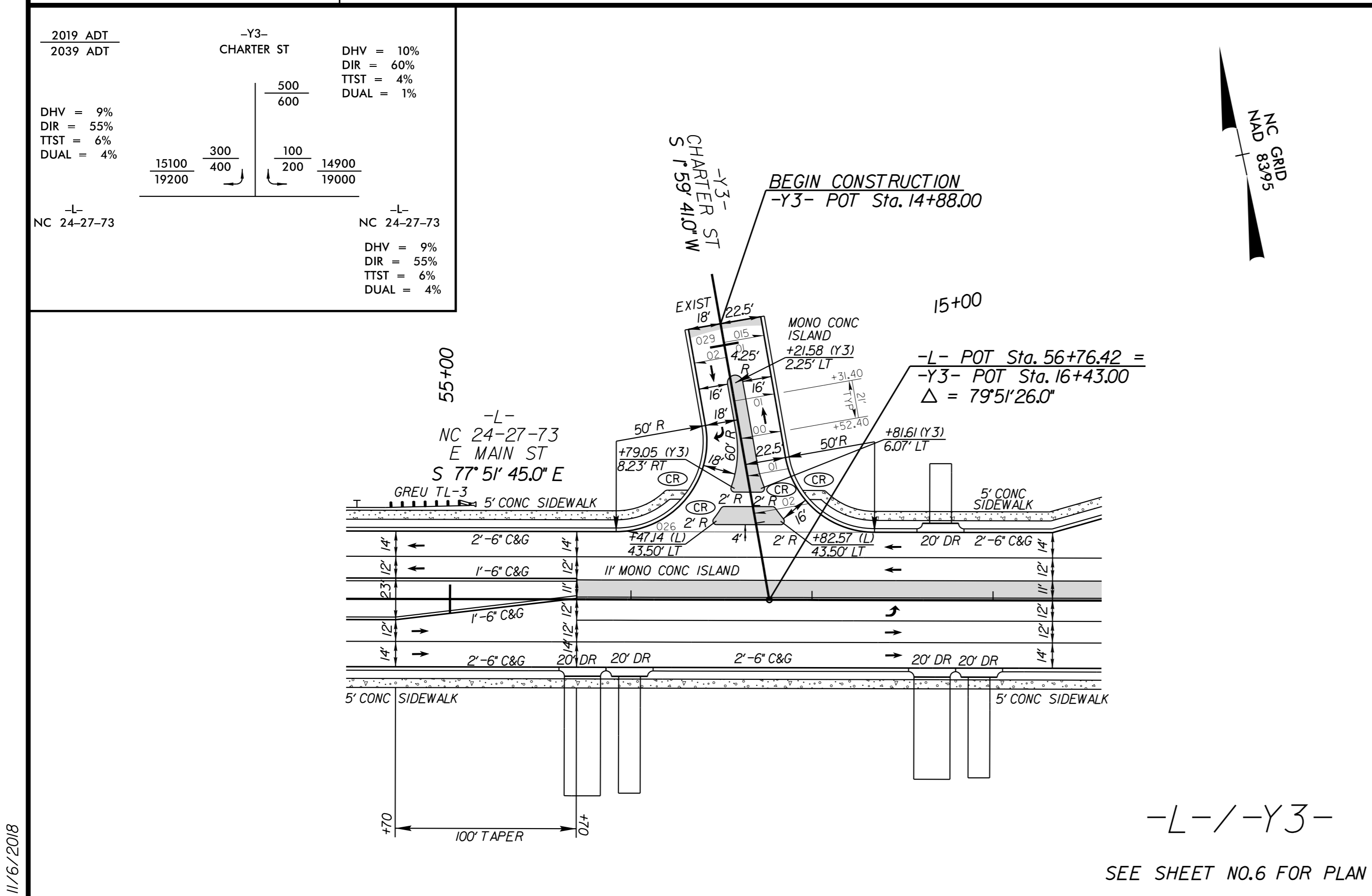
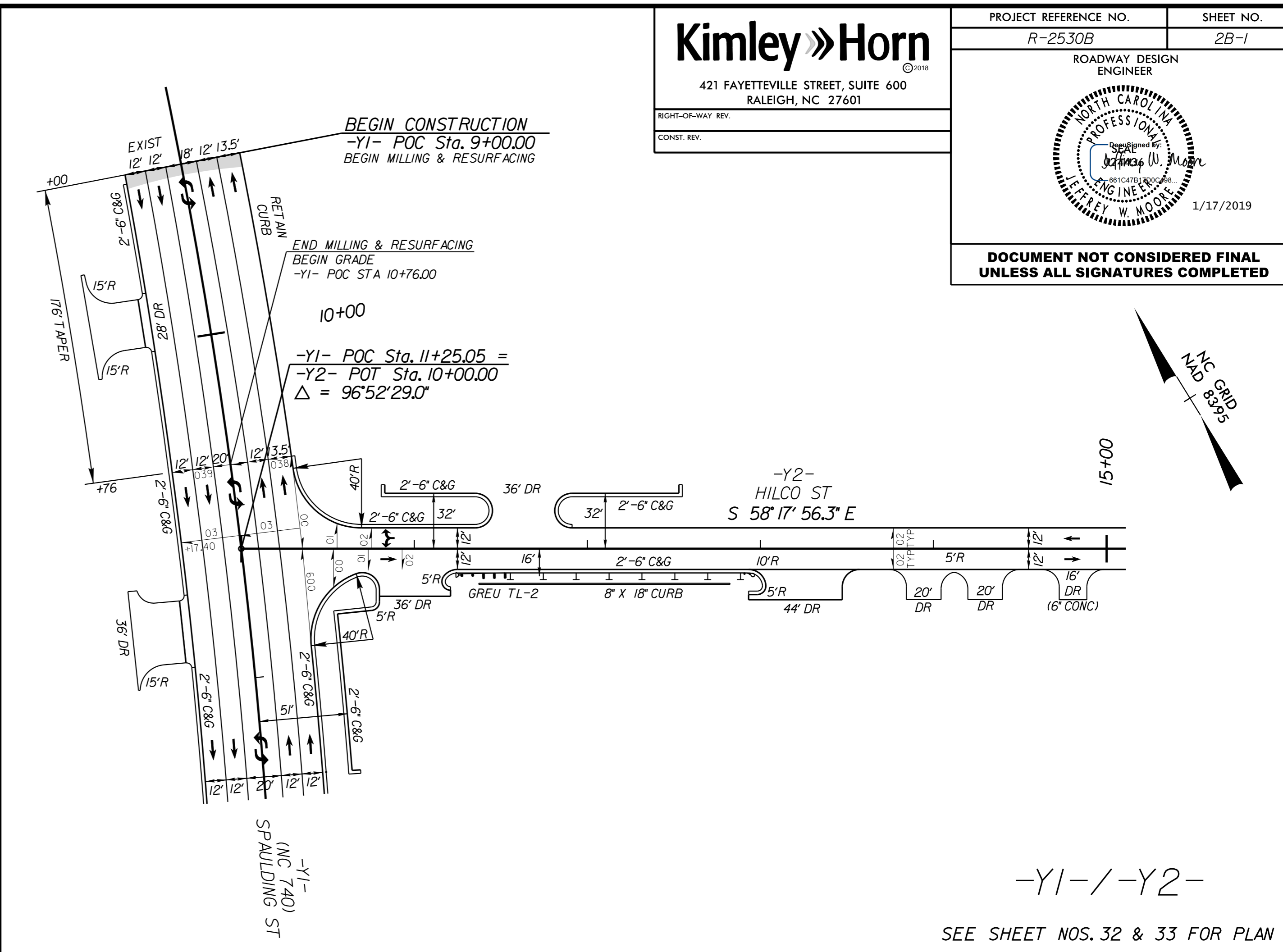
Kimley Horn
421 FAYETTEVILLE STREET, SUITE 600
RALEIGH, NC 27601

PROJECT REFERENCE NO. R-2530B
SHEET NO. 2B-1

ROADWAY DESIGN ENGINEER

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

1/17/2019

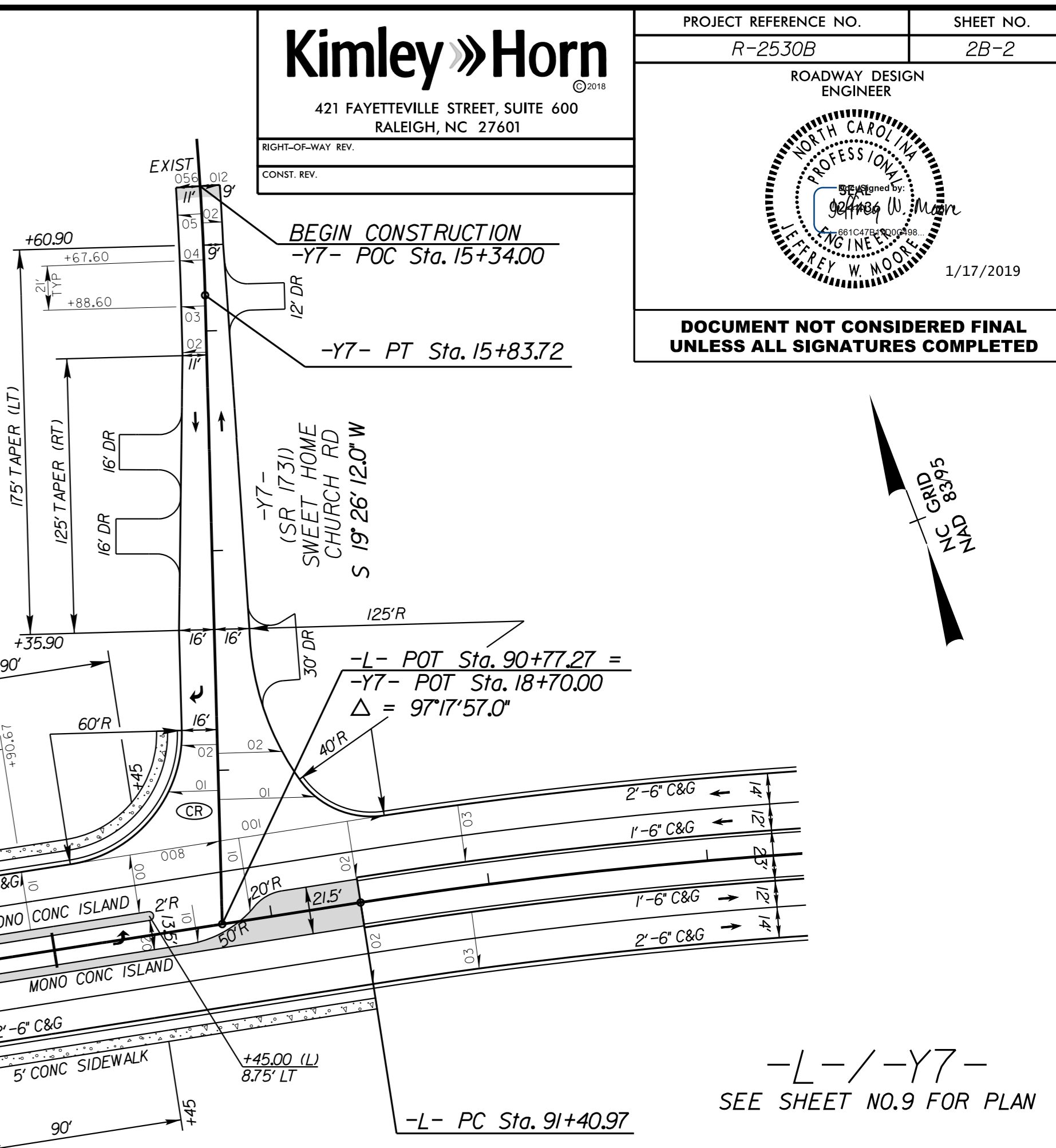
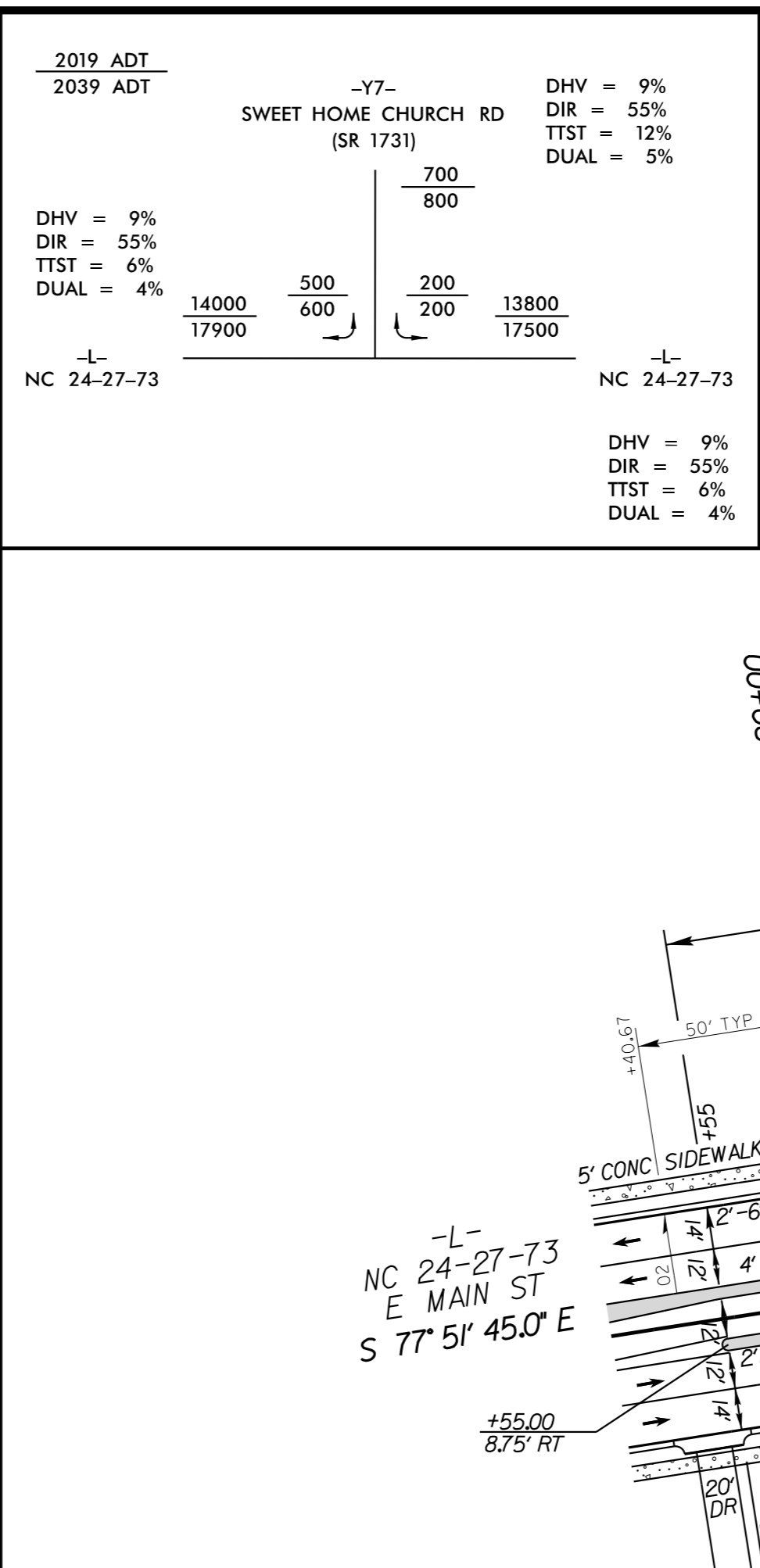
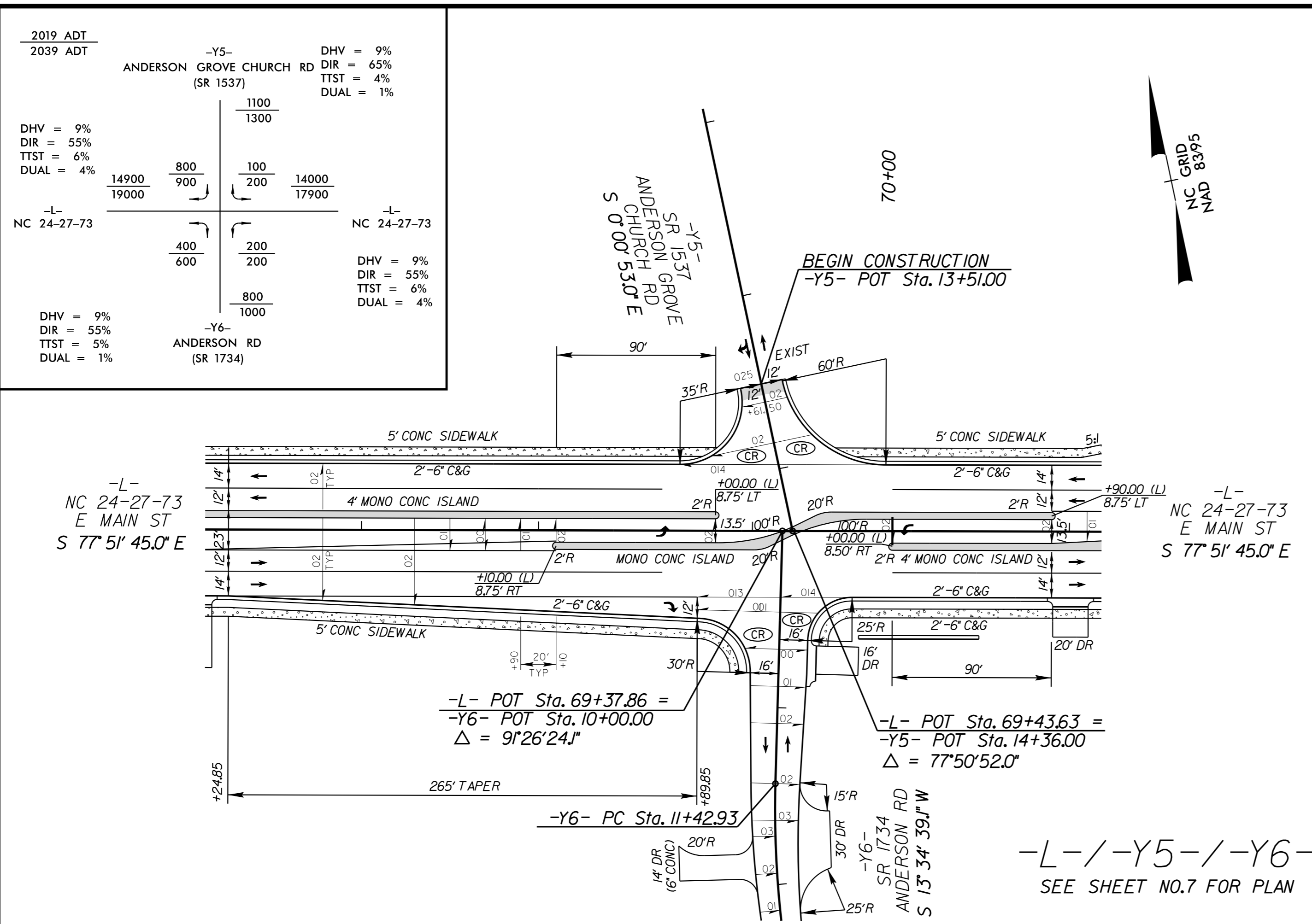


INTERSECTION DETAILS

25 0 50

11/6/2018

5/14/19



Kimley Horn

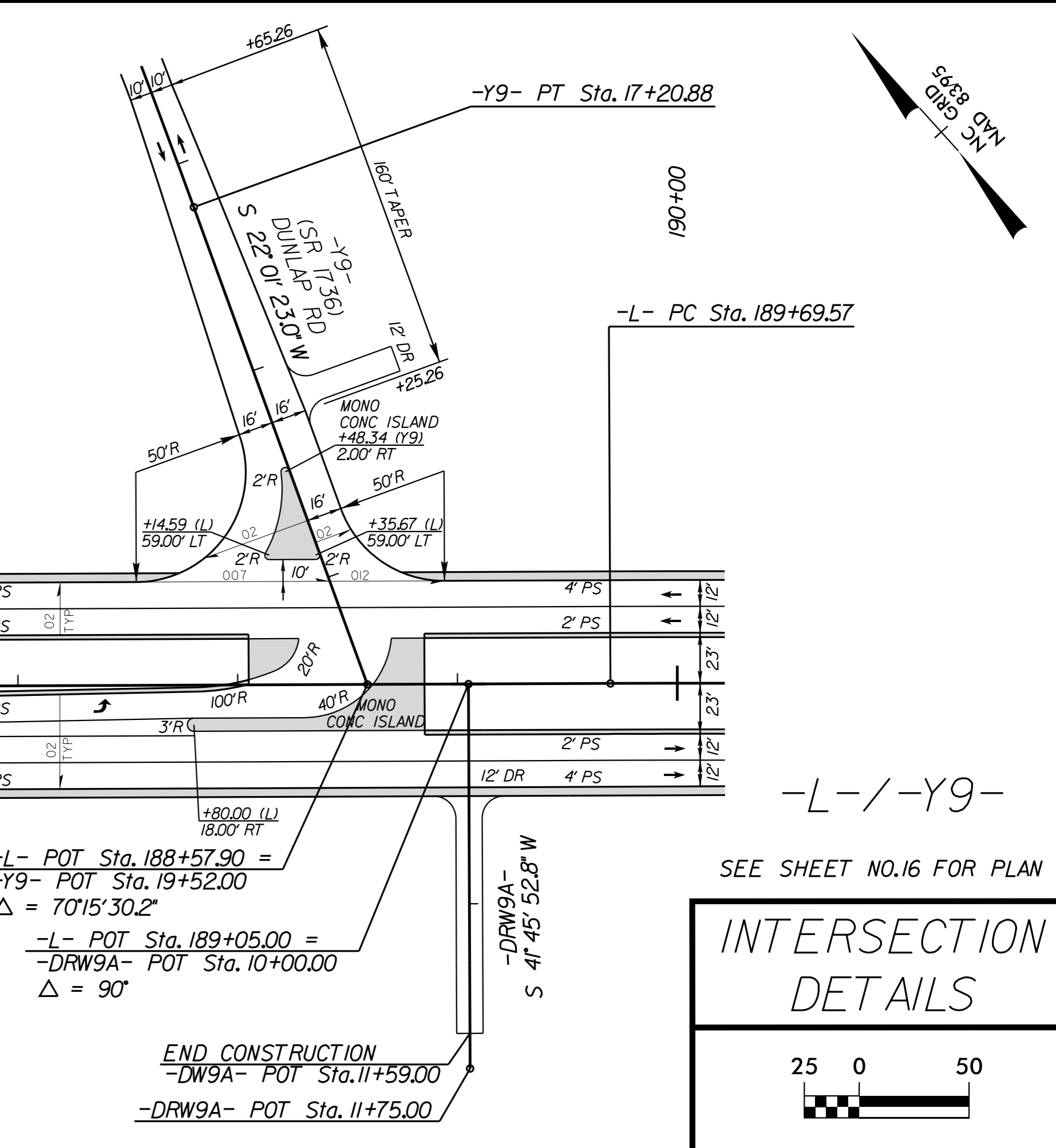
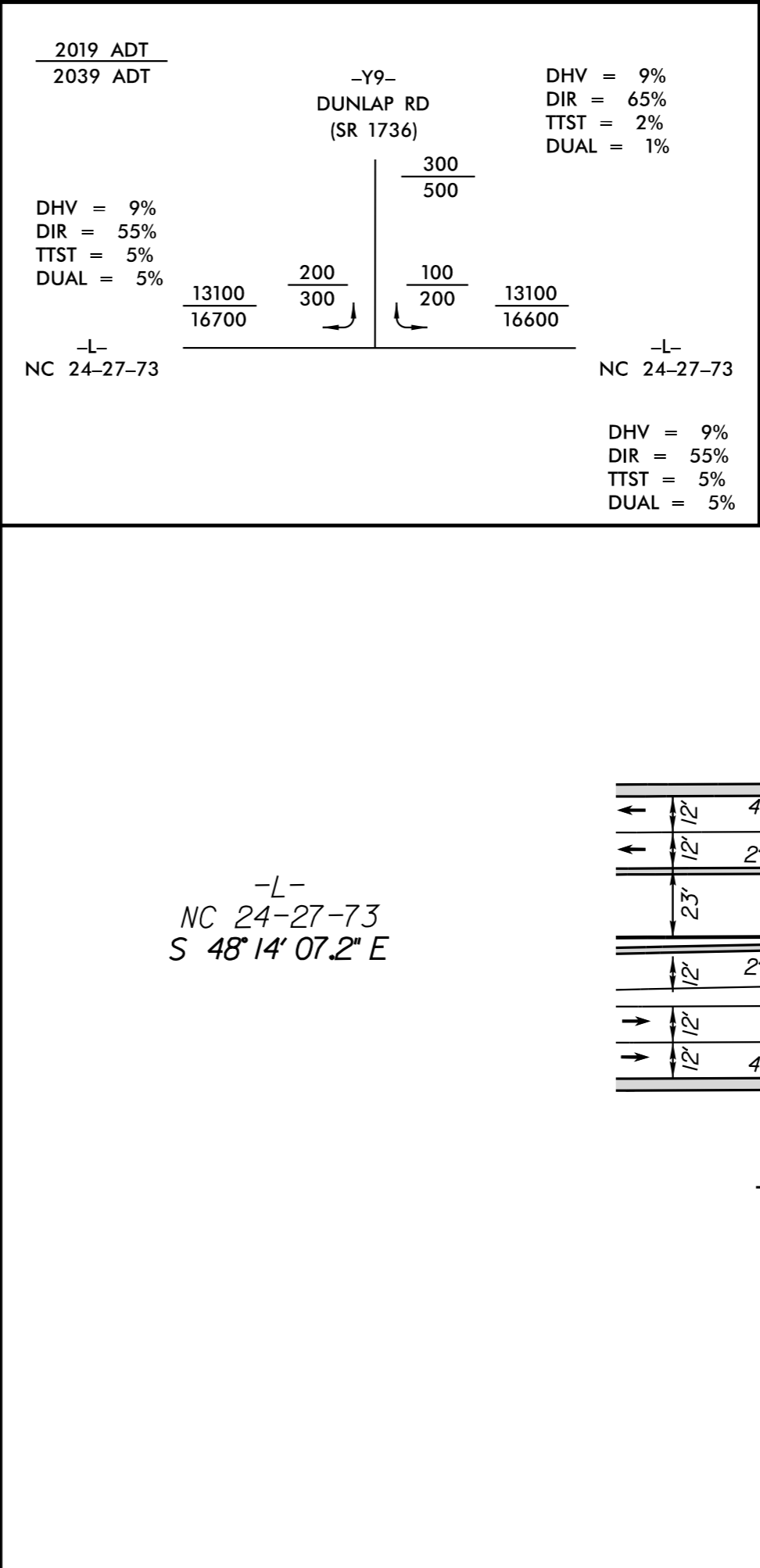
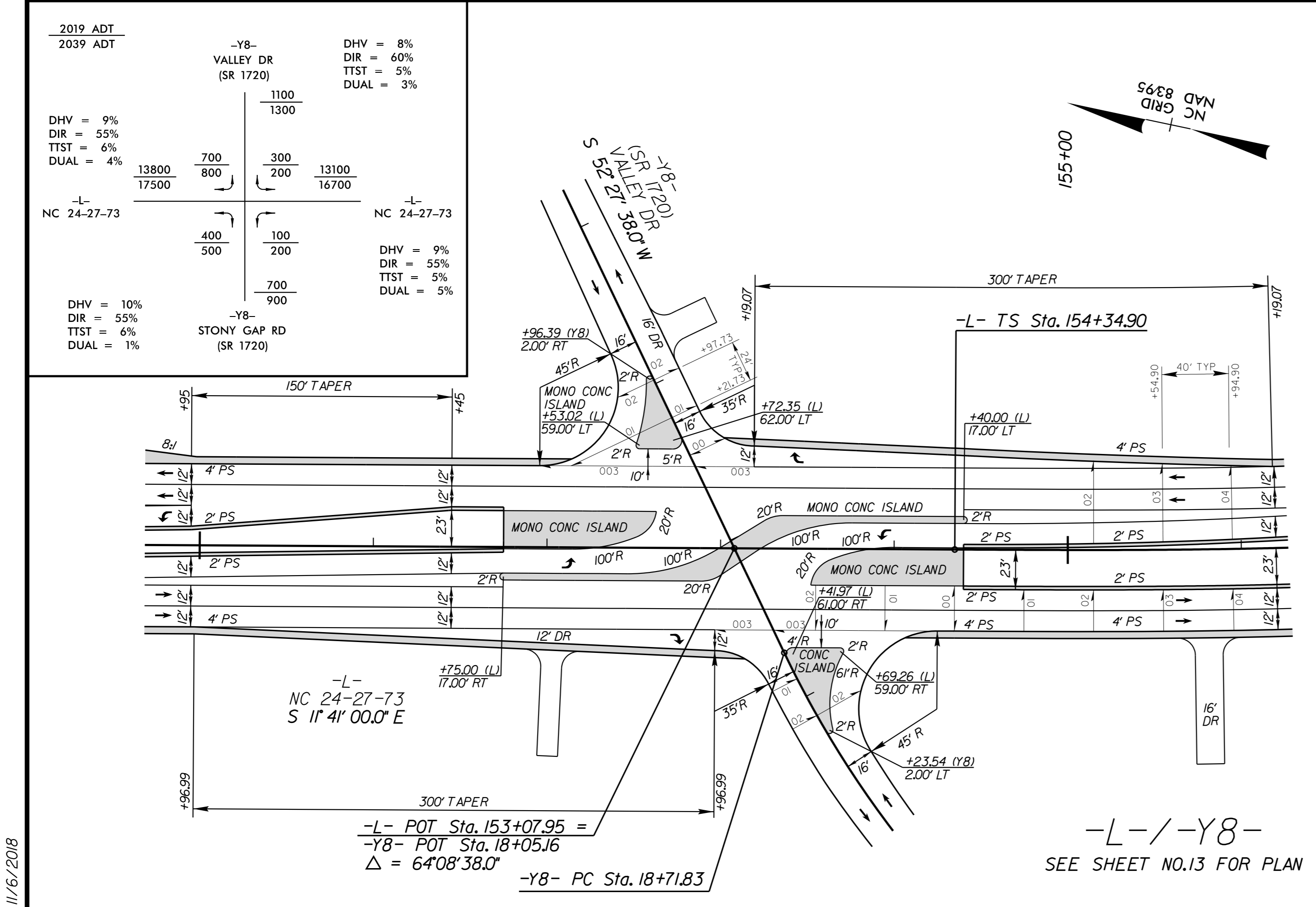
421 FAYETTEVILLE STREET, SUITE 600
RALEIGH, NC 27601

PROJECT REFERENCE NO. R-2530B SHEET NO. 2B-2

ROADWAY DESIGN ENGINEER

North Carolina Professional Engineer
J. W. MOORE
1/17/2019

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

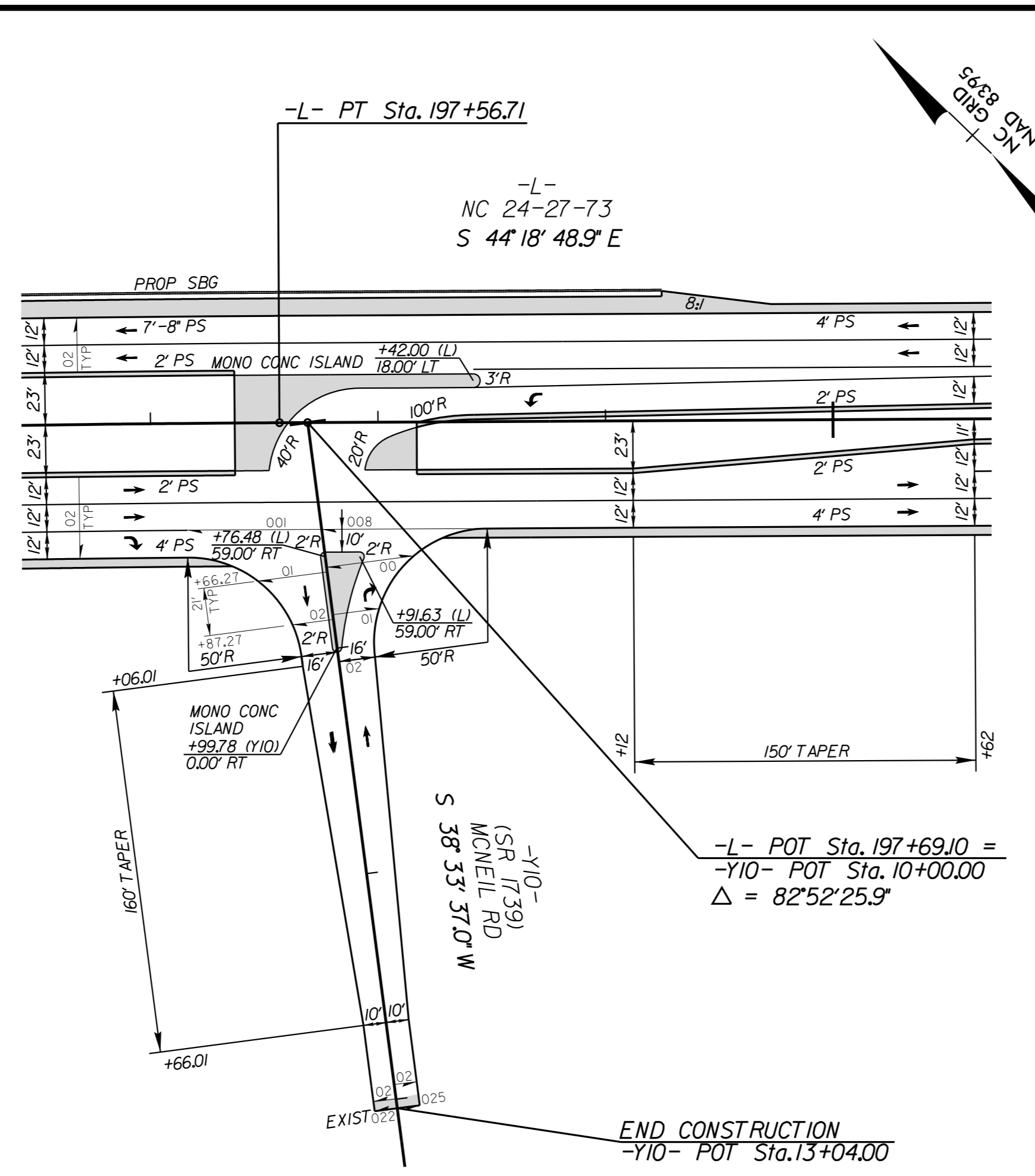
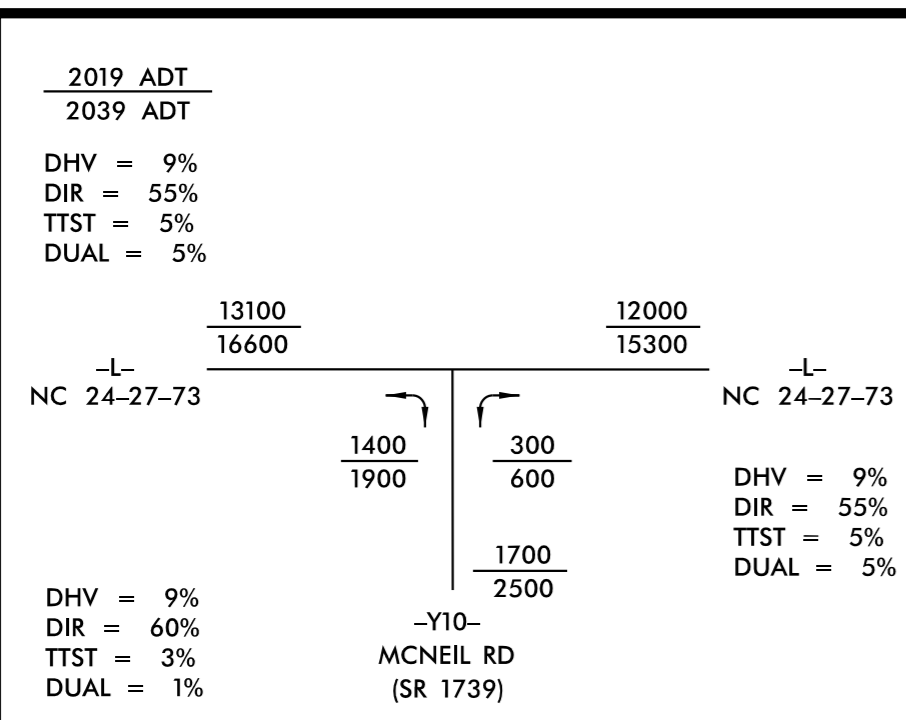


INTERSECTION DETAILS

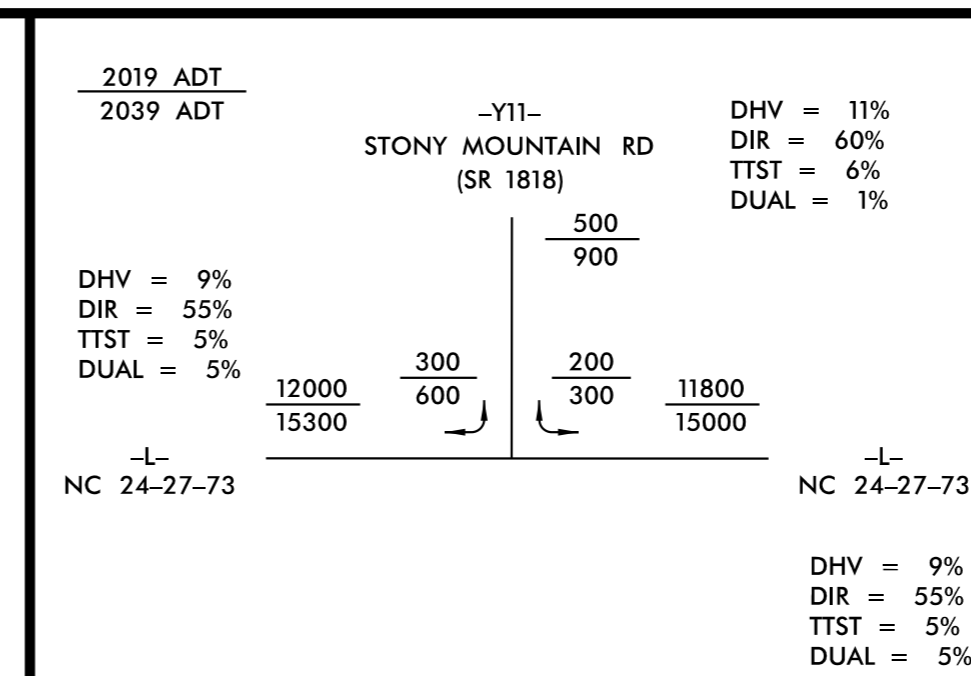
25 0 50

11/6/2018

5/14/19



-L-/-Y10-
SEE SHEET NO.17 FOR PLAN



Kimley Horn

421 FAYETTEVILLE STREET, SUITE 600
RALEIGH, NC 27601

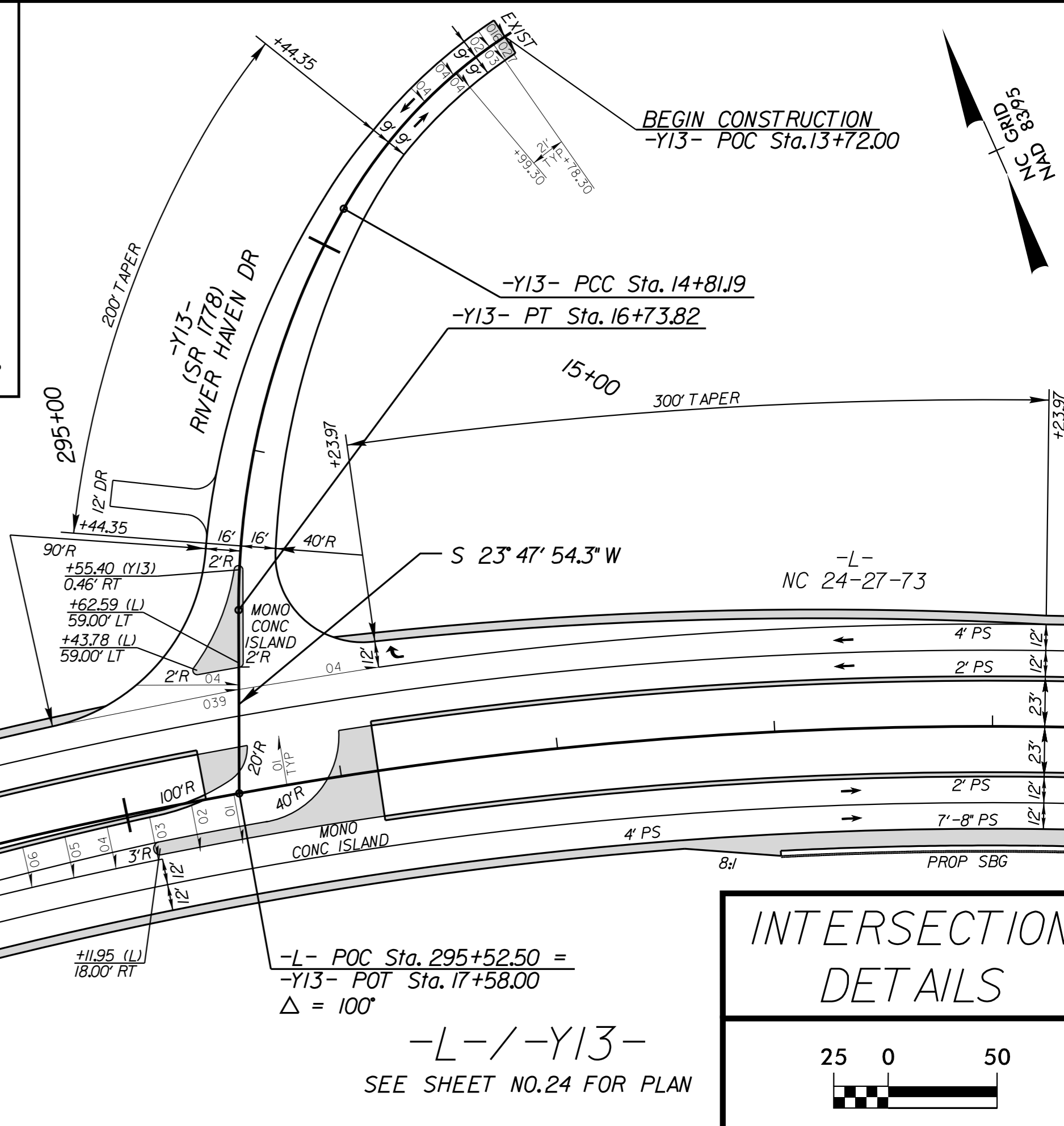
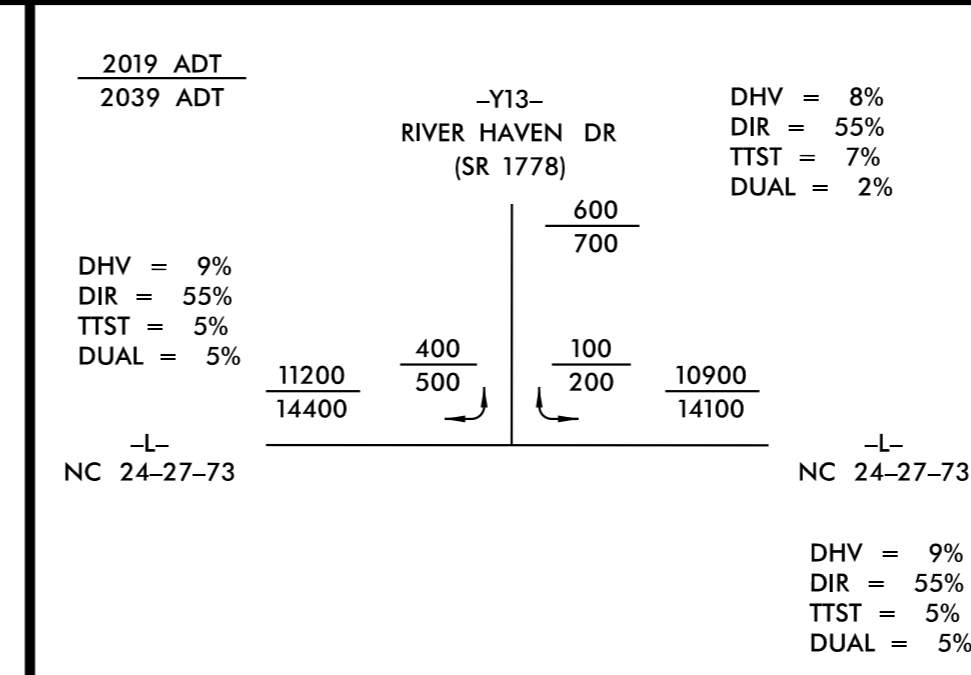
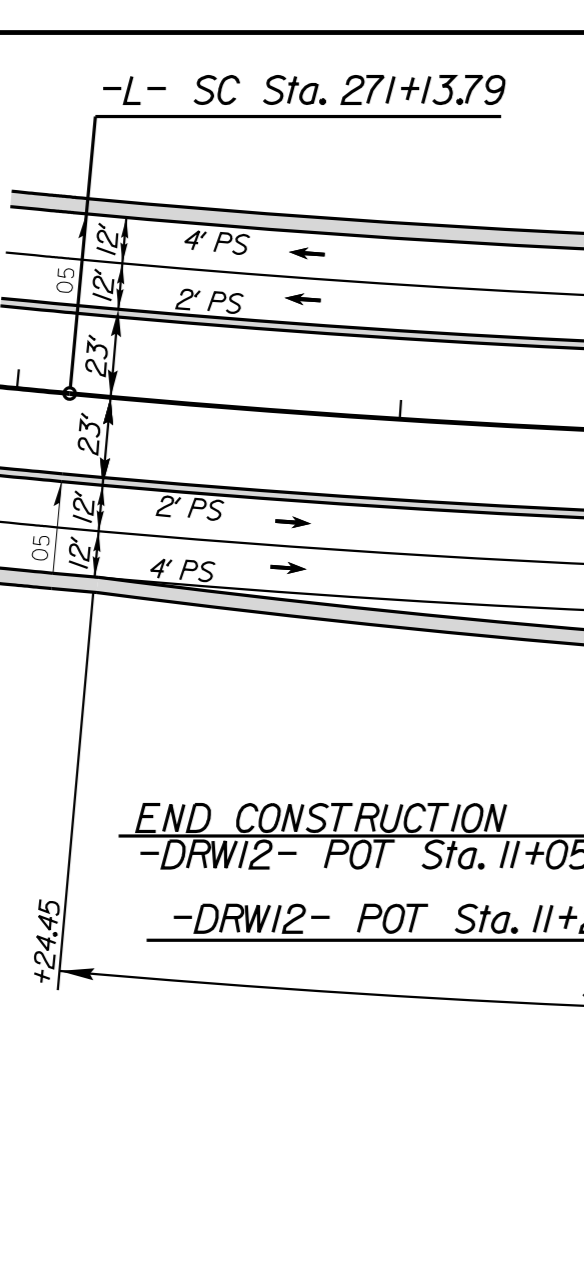
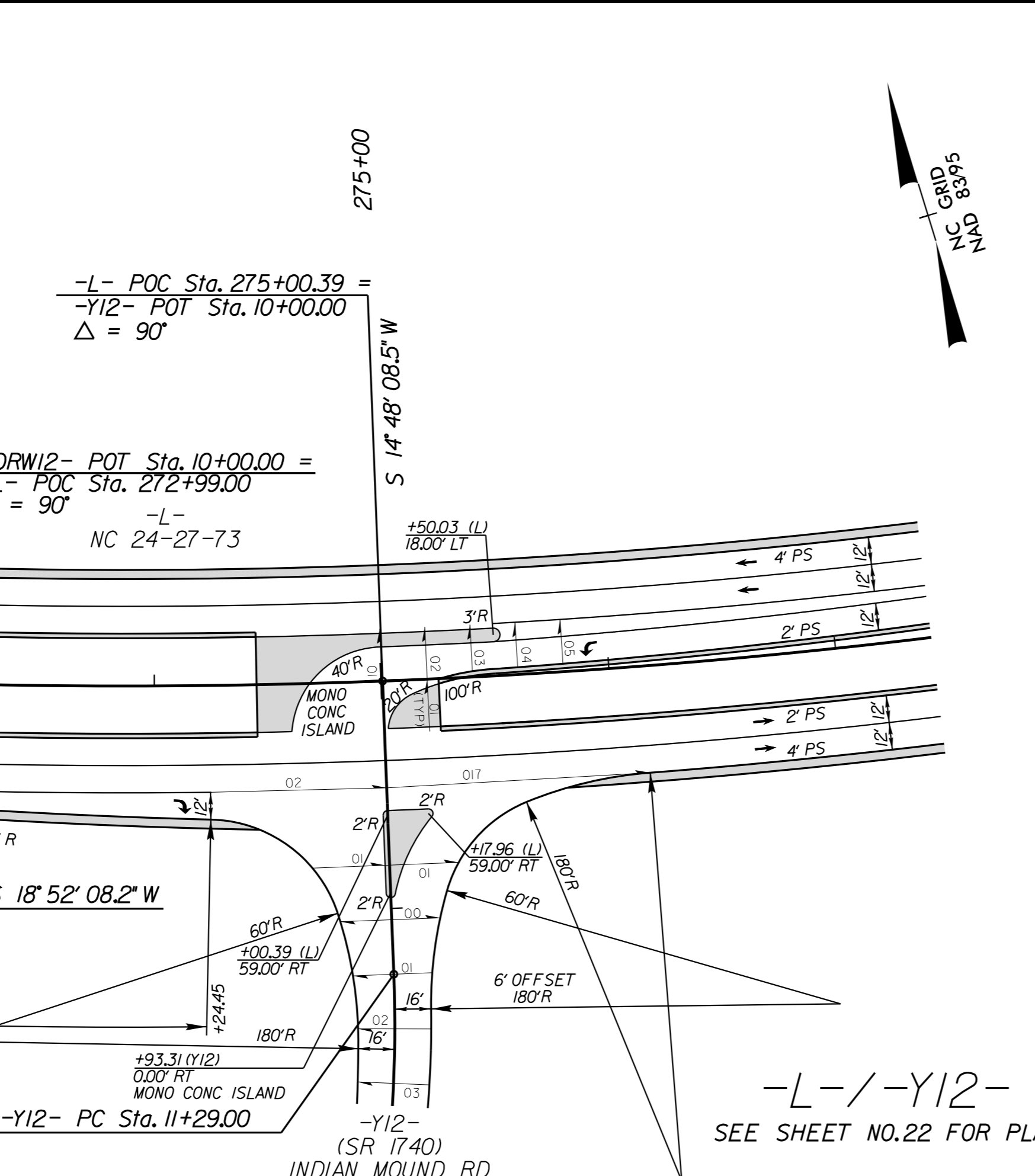
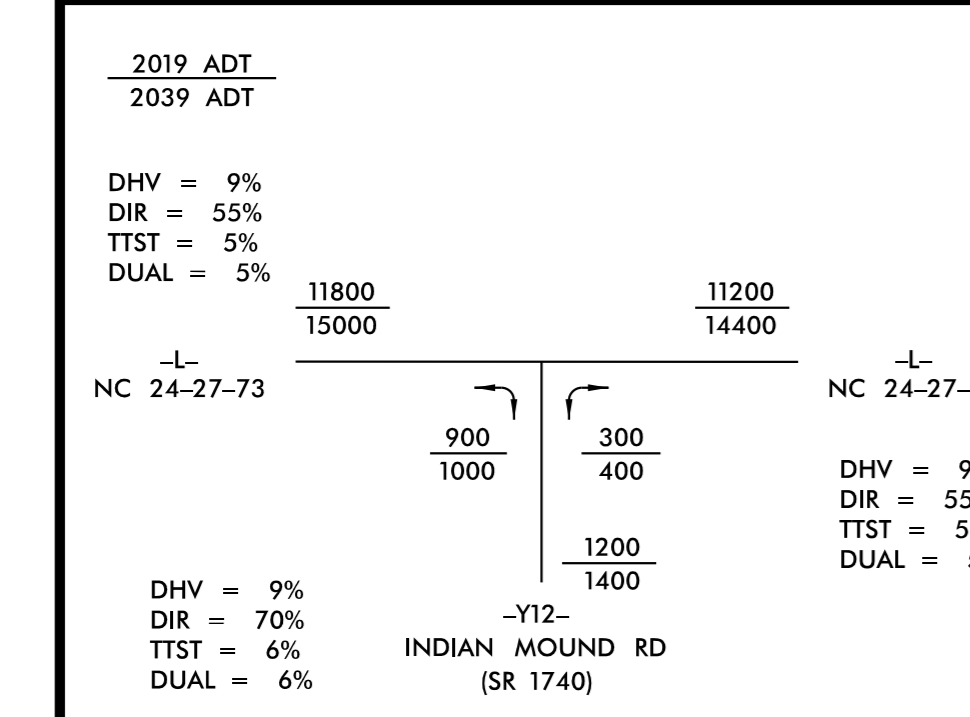
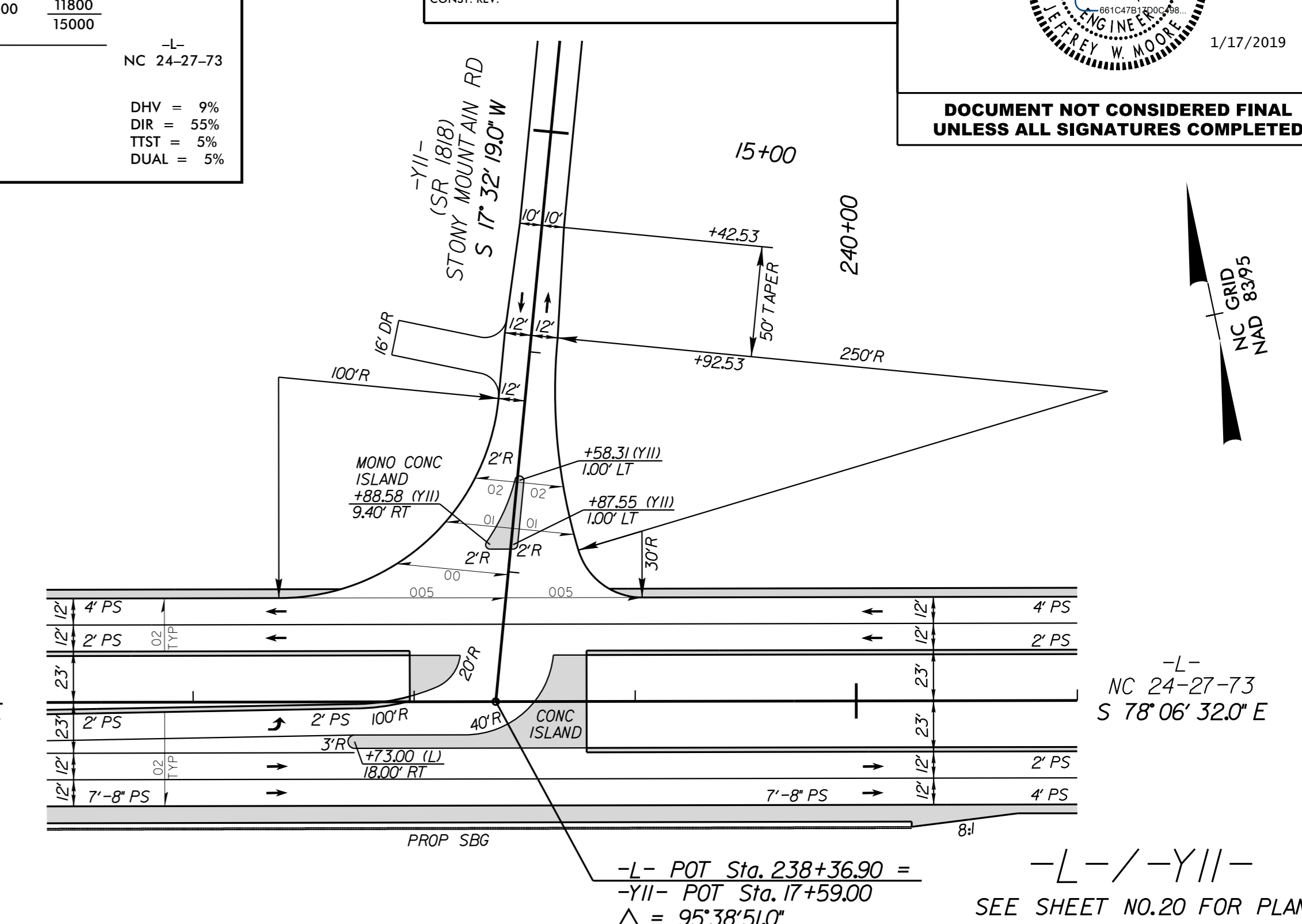
ROADWAY DESIGN
ENGINEER

PROFESSIONAL ENGINEER
NORTH CAROLINA
No. 41434 (U. W. Kimley)

1/17/2019

PROJECT REFERENCE NO. R-2530B
SHEET NO. 2B-3

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



**INTERSECTION
DETAILS**

25 0 50

11/6/2018

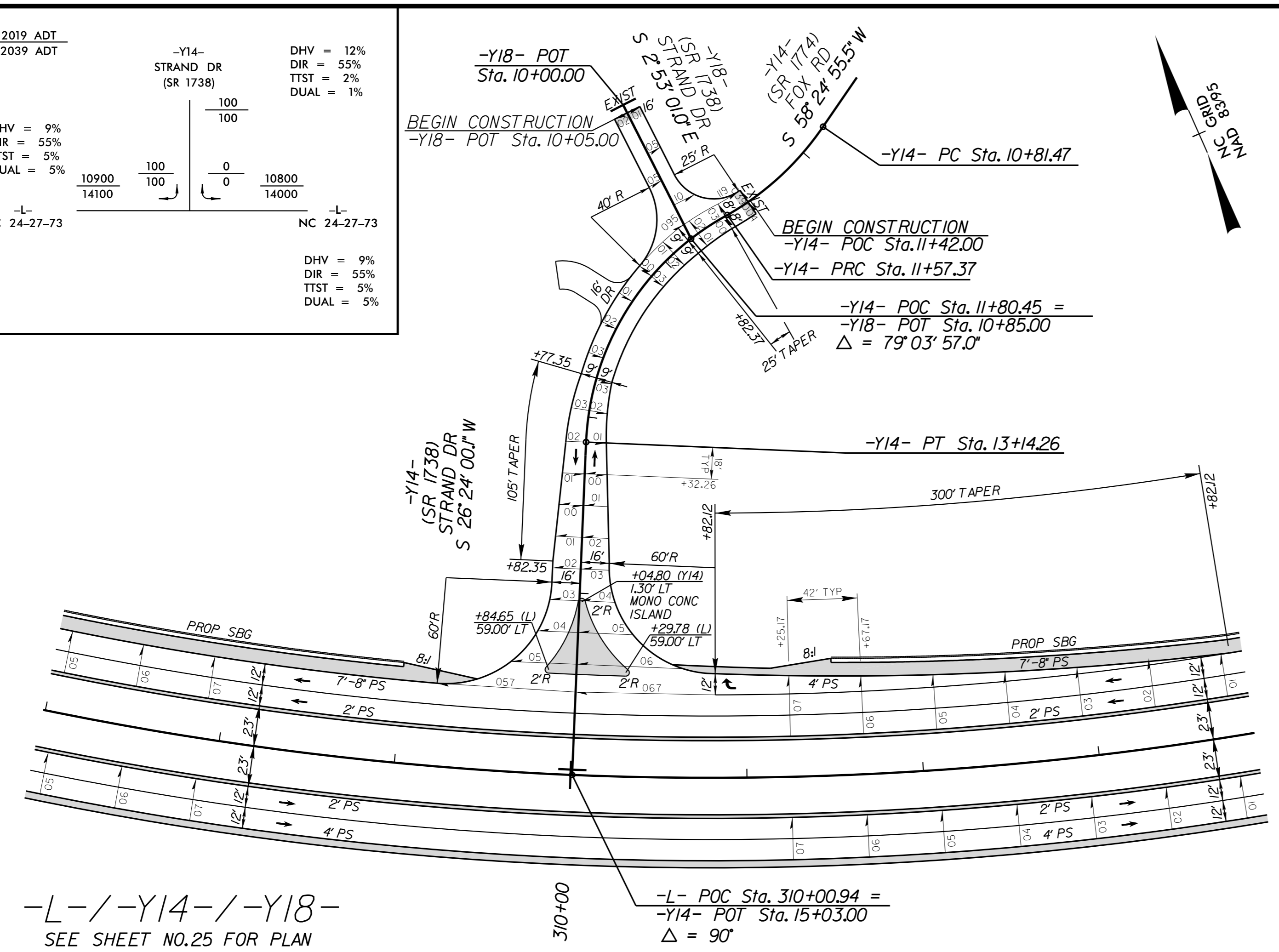
5/14/19

2019 ADT	-Y14-	DHV = 12%
2039 ADT	STRAND DR	DIR = 55%
	(SR 1738)	TTST = 2%
		DUAL = 1%

DHV = 9%	100	100
DIR = 55%	10900	10800
TTST = 5%	14100	14000
DUAL = 5%		

NC 24-27-73		NC 24-27-73

DHV = 9%	100	100
DIR = 55%	10900	10800
TTST = 5%	14100	14000
DUAL = 5%		



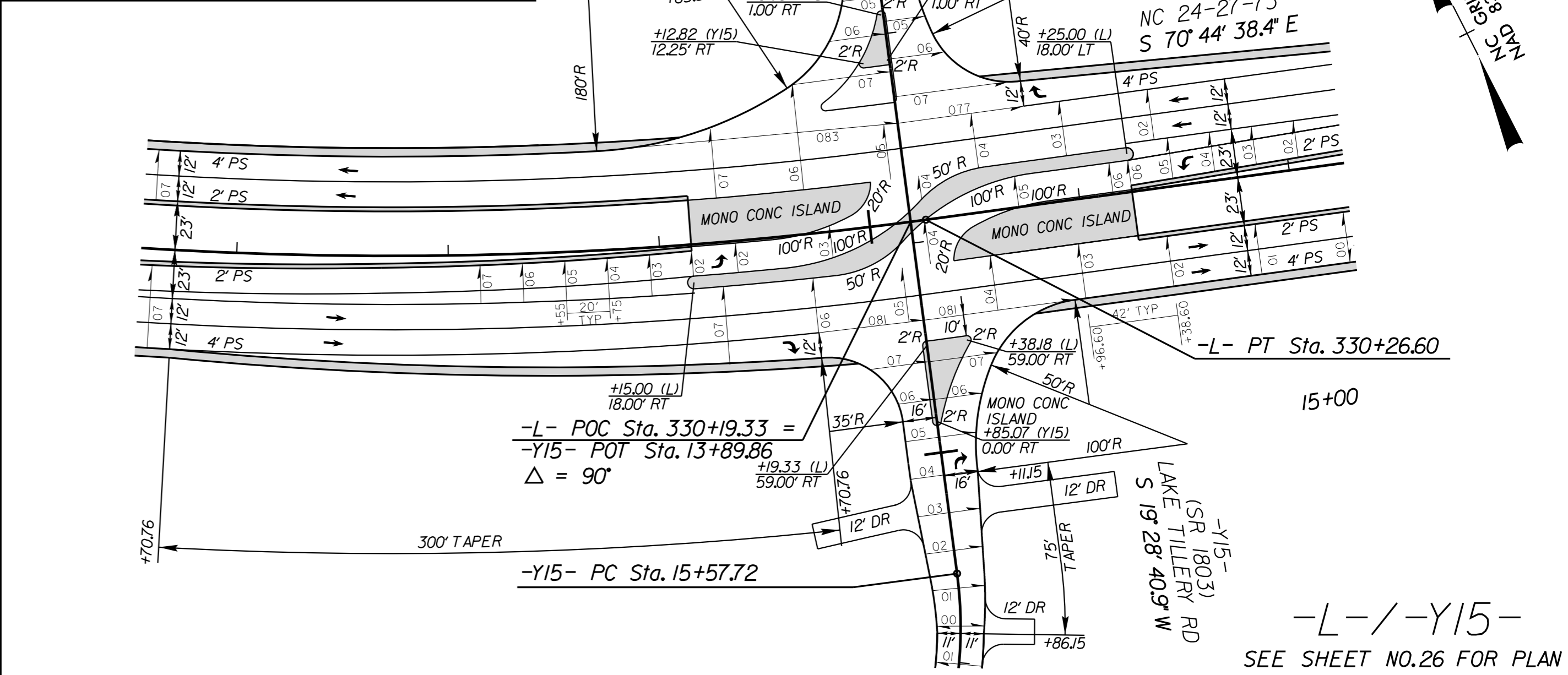
-L-/-Y14-/-Y18-
SEE SHEET NO.25 FOR PLAN

2019 ADT	-Y15-	DHV = 11%
2039 ADT	TAR HEEL DR	DIR = 65%
	(SR 1774)	TTST = 2%
		DUAL = 1%

DHV = 9%	300	700
DIR = 55%	10800	10300
TTST = 5%	14000	13100
DUAL = 5%		

NC 24-27-73		NC 24-27-73

DHV = 9%	500	800
DIR = 55%	10800	10300
TTST = 5%	14000	13100
DUAL = 3%		



-L-/-Y15-
SEE SHEET NO.26 FOR PLAN

Kimley Horn
421 FAYETTEVILLE STREET, SUITE 600
RALEIGH, NC 27601

PROJECT REFERENCE NO.	R-2530B
SHEET NO.	2B-4
ROADWAY DESIGN ENGINEER	
PROFESSOR OF CIVIL ENGINEERING	
1/17/2019	

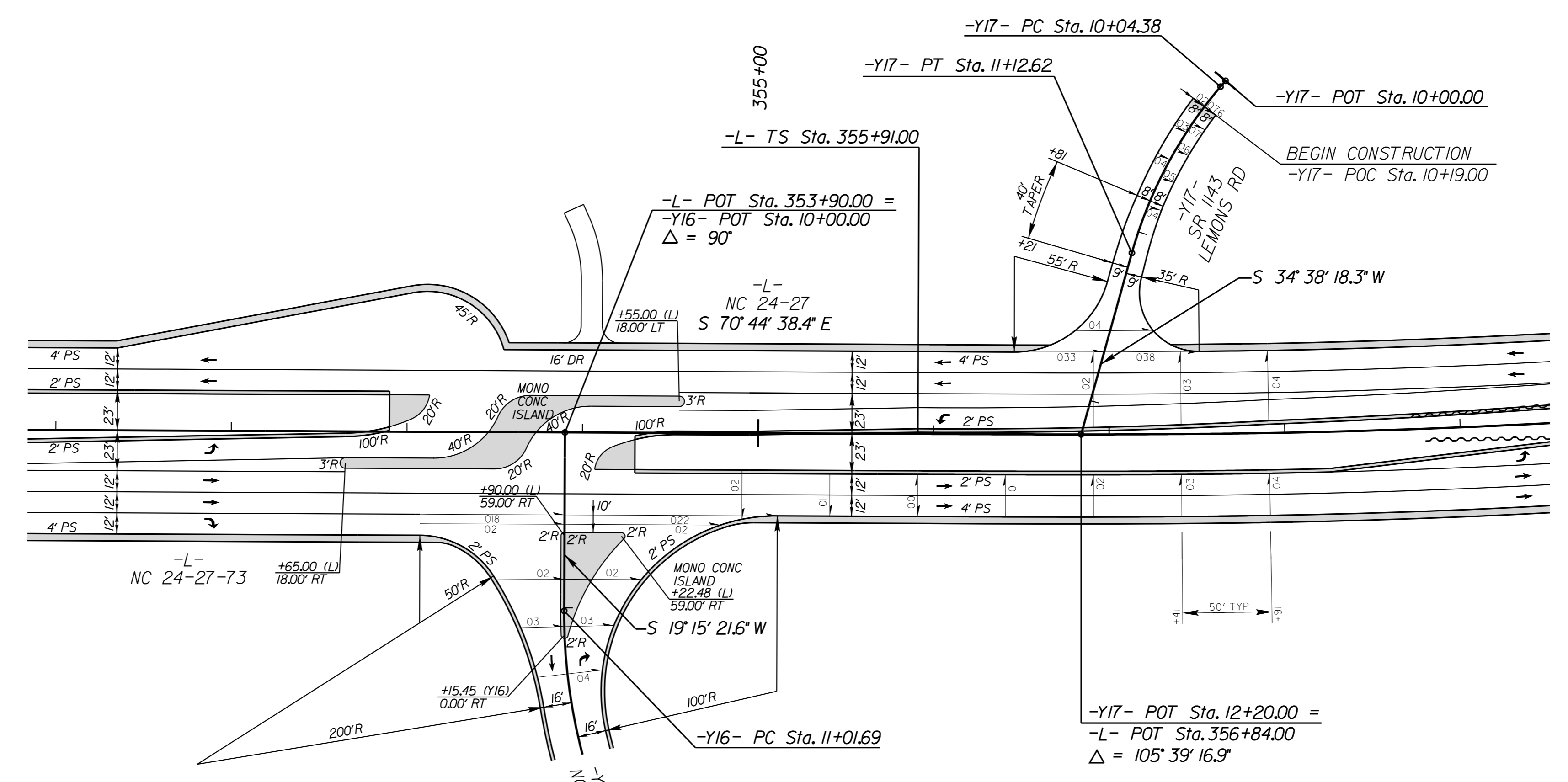
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

2019 ADT	-Y16-	DHV = 9%
2039 ADT	NC 73	DIR = 55%
		TTST = 3%
		DUAL = 2%

DHV = 9%	10300	8224
DIR = 55%	13100	10500
TTST = 5%		
DUAL = 5%		

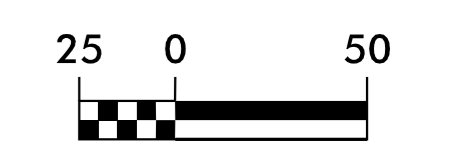
NC 24-27-73		NC 24-27

DHV = 11%	4800	6600
DIR = 55%	10300	10500
TTST = 3%	13100	10500
DUAL = 2%		



-L-/-Y16-/-Y17-
SEE SHEET NO.28 FOR PLAN

INTERSECTION
DETAILS



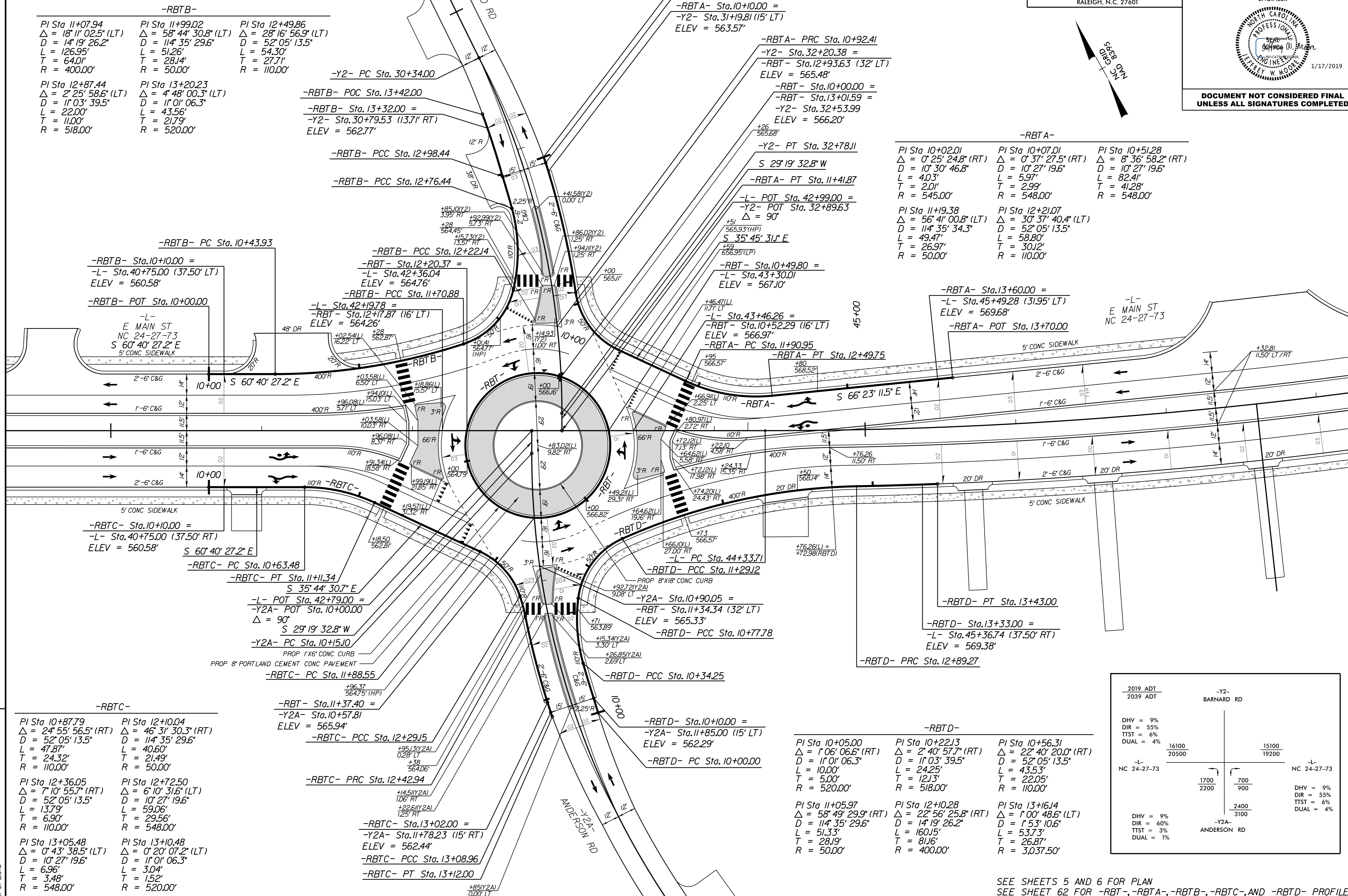
11/6/2018



Kimley Horn

421 FAYETTEVILLE STREET, SUITE 600
RALEIGH, N.C. 27601

PROJECT REFERENCE NO. R-2530B	SHEET NO. 2B-5
RW SHEET NO. ROADWAY DESIGN ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



-RBTB-

PI Sta 11+07.94 Δ = 18' 11" 02.5" (LT) D = 14' 19" 26.2" L = 126.95' T = 64.01' R = 400.00'	PI Sta 11+99.02 Δ = 58' 44" 30.8" (LT) D = 114' 35" 29.6" L = 51.26' T = 28.14' R = 50.00'	PI Sta 12+49.86 Δ = 28' 16" 56.9" (LT) D = 52' 05" 13.5" L = 54.30' T = 27.71' R = 110.00'
PI Sta 12+87.44 Δ = 2' 25" 58.6" (LT) D = 11' 03" 39.5" L = 22.00' T = 11.00' R = 518.00'	PI Sta 13+20.23 Δ = 4' 48" 00.3" (LT) D = 11' 01" 06.3" L = 43.56' T = 21.79' R = 520.00'	

-RBTB-

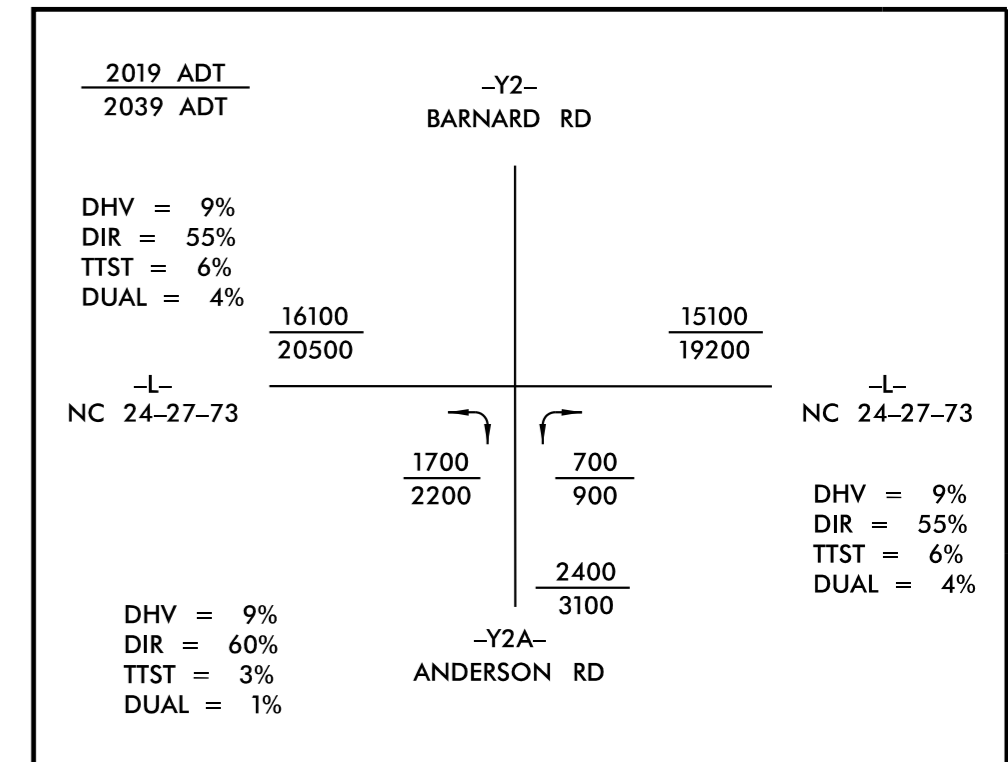
PI Sta 10+02.01 Δ = 0' 25" 24.8" (RT) D = 10' 30" 46.8" L = 4.03' T = 2.01' R = 545.00'	PI Sta 10+07.01 Δ = 0' 37" 27.5" (RT) D = 10' 27" 19.6" L = 5.97' T = 2.99' R = 548.00'	PI Sta 10+51.28 Δ = 8' 36" 58.2" (RT) D = 10' 27" 19.6" L = 82.41' T = 41.28' R = 548.00'
PI Sta 11+19.38 Δ = 56' 41" 00.8" (LT) D = 114' 35" 34.3" L = 49.47' T = 26.97' R = 50.00'	PI Sta 12+21.07 Δ = 30' 37" 40.4" (LT) D = 52' 05" 13.5" L = 58.80' T = 30.12' R = 110.00'	

-RBTC-

PI Sta 10+87.79 Δ = 24' 55" 56.5" (RT) D = 52' 05" 13.5" L = 47.87' T = 24.32' R = 110.00'	PI Sta 12+10.04 Δ = 46' 31' 30.3" (RT) D = 114' 35" 29.6" L = 40.60' T = 21.49' R = 50.00'
PI Sta 12+36.05 Δ = 7' 10" 55.7" (RT) D = 52' 05" 13.5" L = 13.79' T = 6.90' R = 110.00'	PI Sta 12+72.50 Δ = 6' 10" 31.6" (LT) D = 10' 27" 19.6" L = 59.06' T = 29.56' R = 548.00'
PI Sta 13+05.48 Δ = 0' 43" 38.5" (LT) D = 10' 27" 19.6" L = 6.96' T = 3.48' R = 548.00'	PI Sta 13+10.48 Δ = 0' 20" 07.2" (LT) D = 11' 01" 06.3" L = 3.04' T = 1.52' R = 520.00'

-RBTB-

PI Sta 10+05.00 Δ = 1' 06" 06.6" (RT) D = 11' 01" 06.3" L = 10.00' T = 5.00' R = 520.00'	PI Sta 10+22.13 Δ = 2' 40' 57.7" (RT) D = 11' 03" 39.5" L = 24.25' T = 12.13' R = 518.00'	PI Sta 10+56.31 Δ = 22' 40' 20.0" (RT) D = 52' 05" 13.5" L = 43.53' T = 22.05' R = 110.00'
PI Sta 11+05.97 Δ = 58' 49' 29.9" (RT) D = 114' 35" 29.6" L = 51.33' T = 28.19' R = 50.00'	PI Sta 12+10.28 Δ = 22' 56' 25.8" (RT) D = 14' 19" 26.2" L = 160.15' T = 81.16' R = 400.00'	PI Sta 13+16.14 Δ = 1' 00' 48.6" (LT) D = 1' 53' 10.6" L = 53.73' T = 26.87' R = 3,037.50'



SEE SHEETS 5 AND 6 FOR PLAN
SEE SHEET 62 FOR -RBT-, -RBTB-, -RBTB-, -RBTC-, AND -RBTB- PROFILES

REVISIONS

12/6/2018

5/14/99

Kimley Horn
 421 FAYETTEVILLE STREET, SUITE 600
 RALEIGH, NC 27601

PROJECT REFERENCE NO. R-2530B
 SHEET NO. 2B-6

ROADWAY DESIGN ENGINEER
 HYDRAULICS ENGINEER

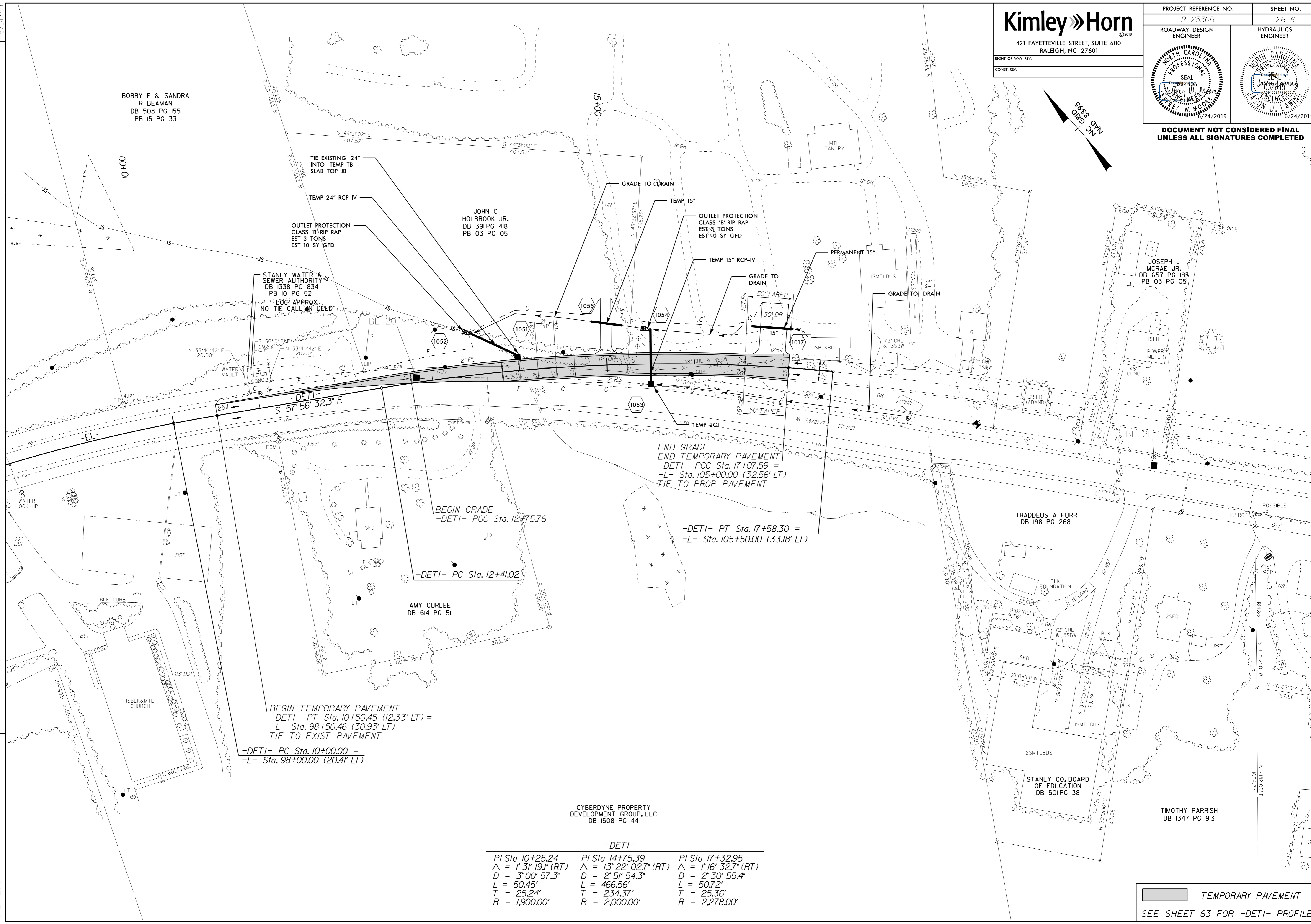
RIGHT-OF-WAY REV.
 CONST. REV.

SEAL
 024436
 032615
 040817
 040817
 08/24/2019

SEAL
 032615
 040817
 040817
 08/24/2019

**DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED**

REVISIONS



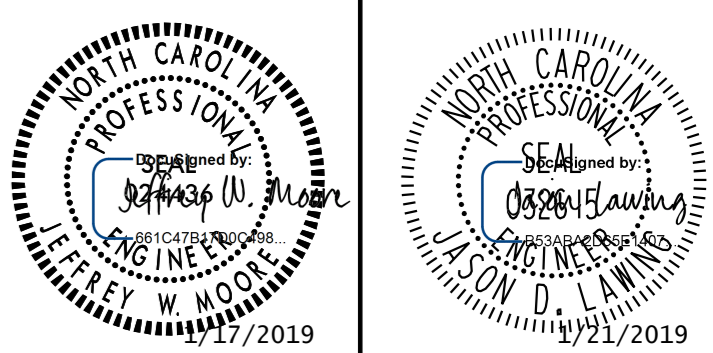
6/24/2019

CYBERDYNE PROPERTY DEVELOPMENT GROUP, LLC
DB 1508 PG 44

-DETI-

PI Sta 10+25.24 Δ = 1' 31" 19" (RT) D = 3' 00" 57.3" L = 50.45' T = 25.24' R = 1,900.00'	PI Sta 14+75.39 Δ = 13' 22" 02.7" (RT) D = 2' 51" 54.3" L = 466.56' T = 234.37' R = 2,000.00'	PI Sta 17+32.95 Δ = 1' 16" 32.7" (RT) D = 2' 30" 55.4" L = 50.72' T = 25.36' R = 2,278.00'
---	--	---

TEMPORARY PAVEMENT
SEE SHEET 63 FOR -DETI- PROFILE



**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

JENECE LOWDER SMITH
DB 231 PG 8
DB 976 PG 637

JENECE LOWDER SMITH
DB 355 PG 13

JENECE LOWDER SMITH
DB 369 PG 628

TJ VENTURES LLC
DB 1328 PG 405
PB 06 PG 148

STONY GAP PROPERTIES LLC
DB 1370 PG 1000
DB 187 PG 245

ZULA M & JOE ALMOND
DB 306 PG 23
DB 381 PG 789

-DET2- PC Sta. 10+00.00 =
-L- Sta. 162+50.00 (35' LT)

TEMP 15"
-DET2- PC Sta. 10+98.26

-DET2- POT Sta. 17+89.36 =
-L- Sta. 170+50.00 (34.62' LT)

END TEMPORARY PAVEMENT
-DET2- PT Sta. 17+32.36 (12.12' LT) =
-L- Sta. 169+92.25 (45.79' LT)
TIE TO EXIST PAVEMENT

BEGIN GRADE
BEGIN TEMPORARY PAVEMENT
-DET2- PT Sta. 10+49.24 =
-L- Sta. 163+00.00 (35' LT)
TIE TO PROP PAVEMENT

END GRADE
-DET2- POC Sta. 14+98.22

-DET2-

PI Sta 10+24.62	PI Sta 14+18.03
$\Delta = 1' 14" 05.4" (LT)$	$\Delta = 18' 10" 03.2" (LT)$
D = 2' 30' 27.6"	D = 2' 51' 54.3"
L = 49.24'	L = 63.41'
T = 24.62'	T = 319.77'
R = 2,285.00'	R = 2,000.00'

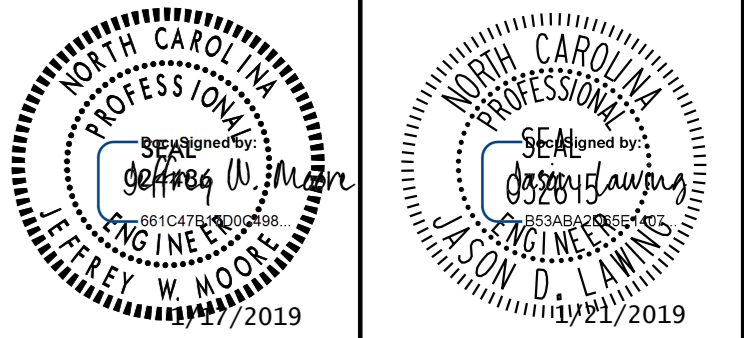
BARRIER FAMILY LIMITED PARTNERSHIP
DB 1100 PG 857
PB 11 PG 55

BARRIER FAMILY LIMITED PARTNERSHIP
DB 1100 PG 857
PB 11 PG 55

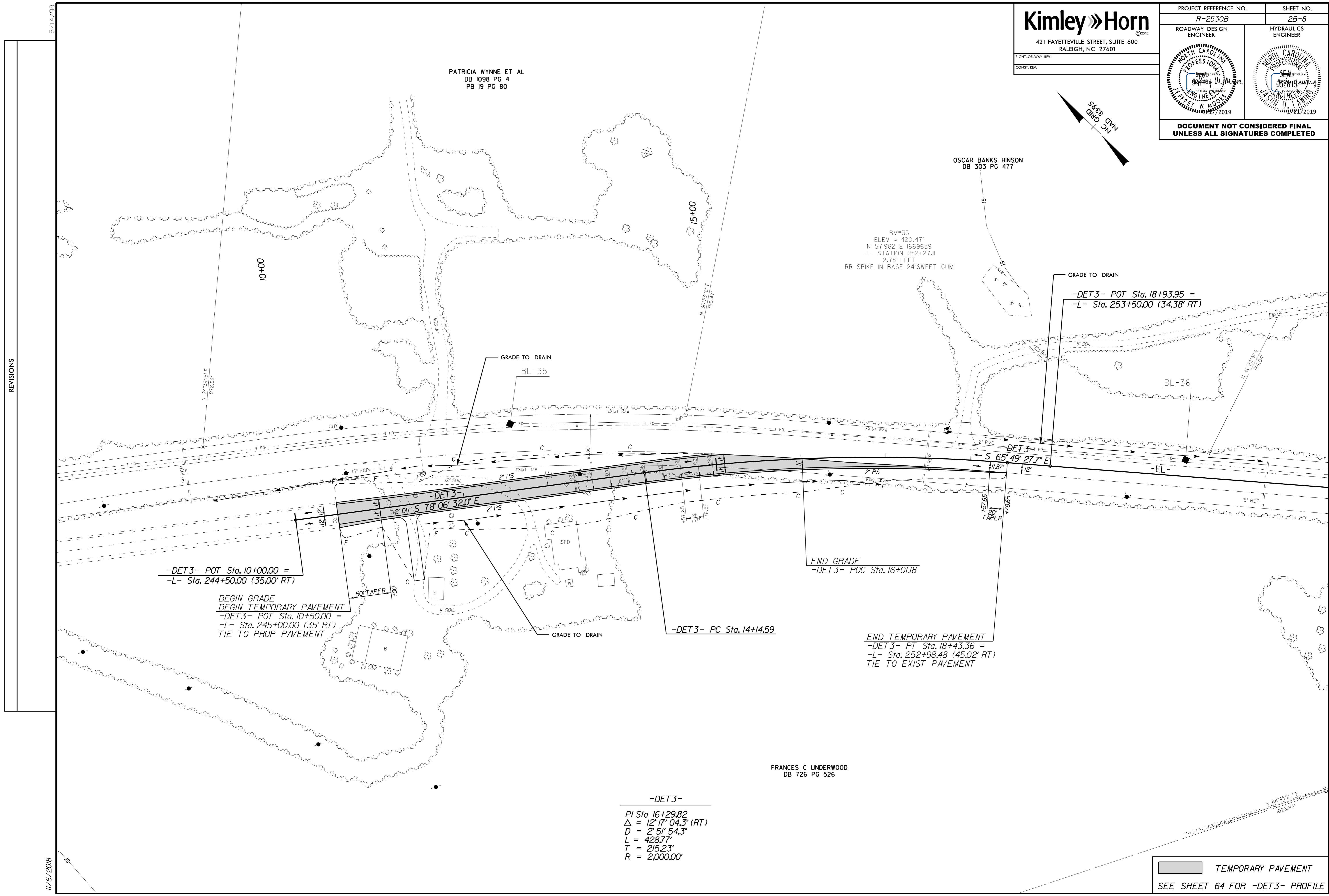
TEMPORARY PAVEMENT
SEE SHEET 63 FOR -DET2- PROFILE

REVISIONS

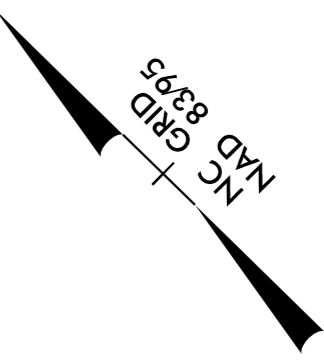
11/6/2008



**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



REVISIONS



-DET3- POT Sta. 10+00.00 =
-L- Sta. 244+50.00 (35.00' RT)

BEGIN GRADE
BEGIN TEMPORARY PAVEMENT
-DET3- POT Sta. 10+50.00 =
-L- Sta. 245+00.00 (35' RT)
TIE TO PROP PAVEMENT

END GRADE
-DET3- POC Sta. 16+01.18

END TEMPORARY PAVEMENT
-DET3- PT Sta. 18+43.36 =
-L- Sta. 252+98.48 (45.02' RT)
TIE TO EXIST PAVEMENT

-DET3-
PI Sta 16+29.82
 $\Delta = 12' 17' 04.3''$ (RT)
D = 2' 5' 54.3"
L = 428.77'
T = 215.23'
R = 2,000.00'

FRANCES C UNDERWOOD
DB 726 PG 526

TEMPORARY PAVEMENT
SEE SHEET 64 FOR -DET3- PROFILE

5/14/99

11/6/2008

5/14/99

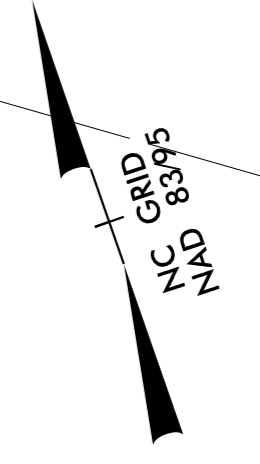
RICHARD VAUGHN
DB 571 PG 896
PLAT D SLIDE 100-B

Kimley Horn
421 FAYETTEVILLE STREET, SUITE 600
RALEIGH, NC 27601

RIGHT-OF-WAY REV.
CONST. REV.

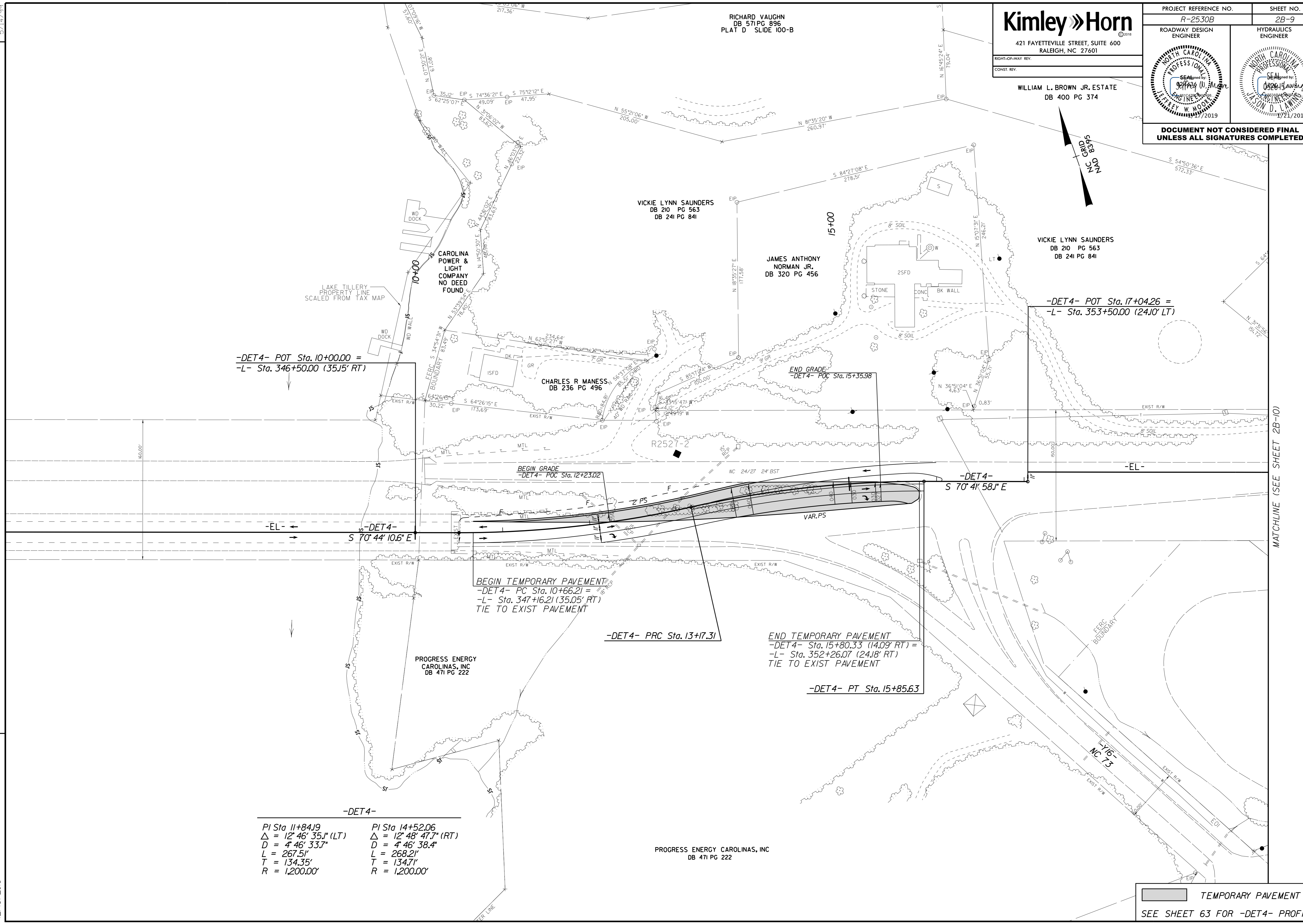
PROJECT REFERENCE NO. R-2530B	SHEET NO. 2B-9
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>	

WILLIAM L. BROWN JR. ESTATE
DB 400 PG 374



REVISIONS

MATCHLINE (SEE SHEET 2B-10)



-DET4- POT Sta. 10+00.00 =
-L- Sta. 346+50.00 (35J5' RT)

-DET4- POT Sta. 17+04.26 =
-L- Sta. 353+50.00 (24J0' LT)

BEGIN GRADE
-DET4- POC Sta. 12+23.02

-DET4-
S 70° 41' 58.1" E

-EL- ←
-DET4-
S 70° 44' 10.6" E

BEGIN TEMPORARY PAVEMENT
-DET4- PC Sta. 10+66.21 =
-L- Sta. 347+16.21 (35.05' RT)
TIE TO EXIST PAVEMENT

-DET4- PRC Sta. 13+17.31

END TEMPORARY PAVEMENT
-DET4- Sta. 15+80.33 (14.09' RT) =
-L- Sta. 352+26.07 (24J8' RT)
TIE TO EXIST PAVEMENT

-DET4- PT Sta. 15+85.63

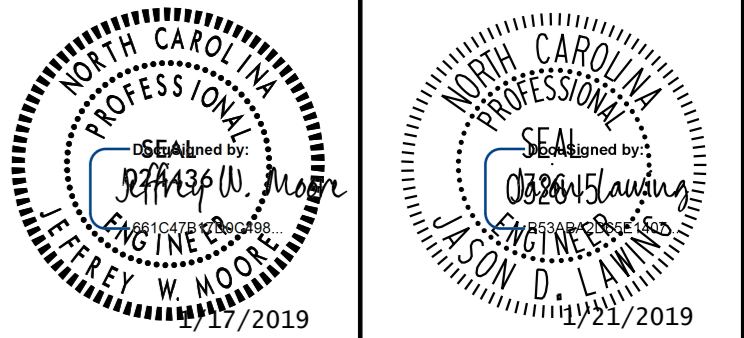
-DET4-

PI Sta 11+84.19	PI Sta 14+52.06
Δ = 12° 46' 35.1" (LT)	Δ = 12° 48' 47.7" (RT)
D = 4° 46' 33.7"	D = 4° 46' 38.4"
L = 267.51'	L = 268.21'
T = 134.35'	T = 134.71'
R = 1,200.00'	R = 1,200.00'

PROGRESS ENERGY CAROLINAS, INC
DB 471 PG 222

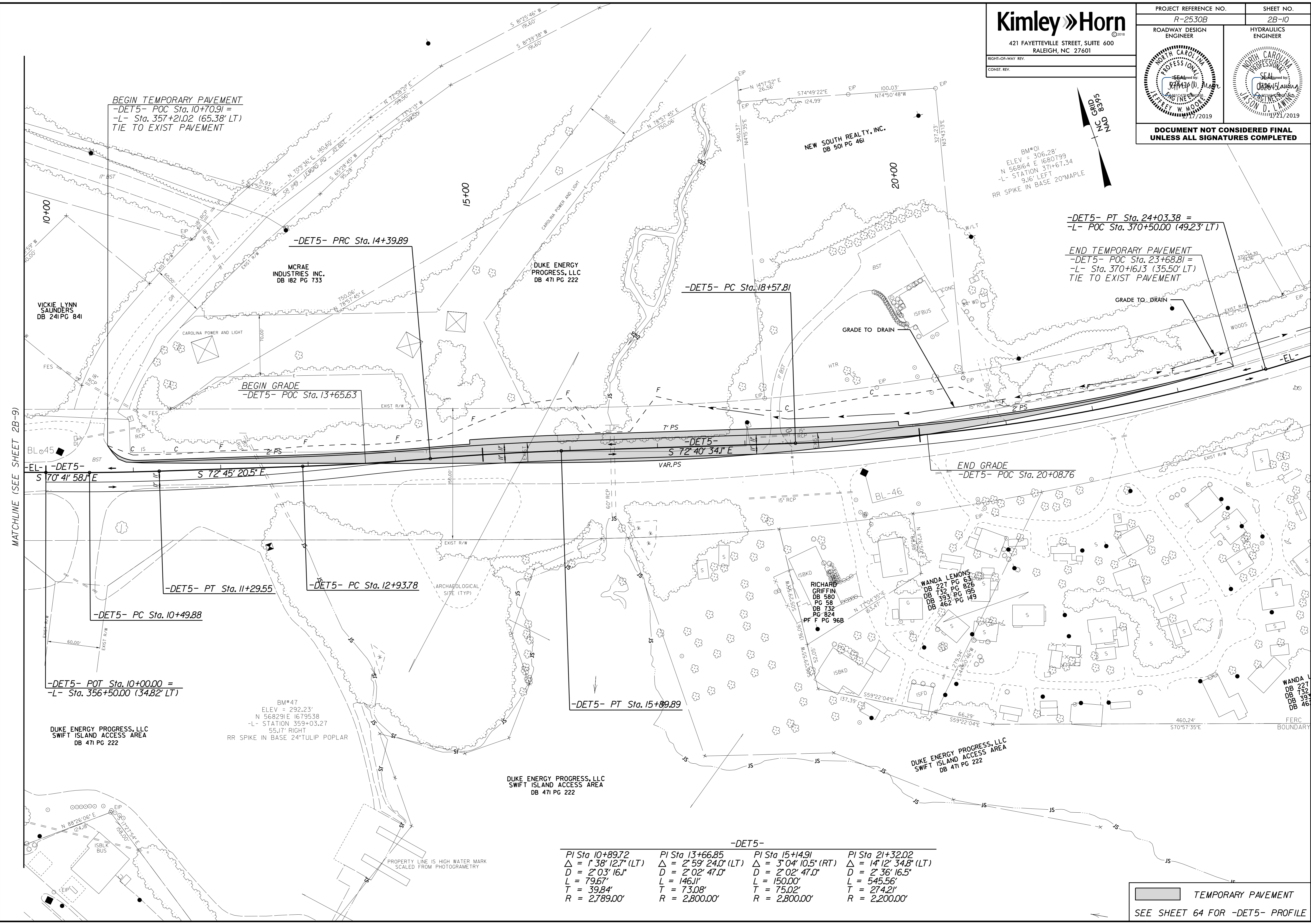
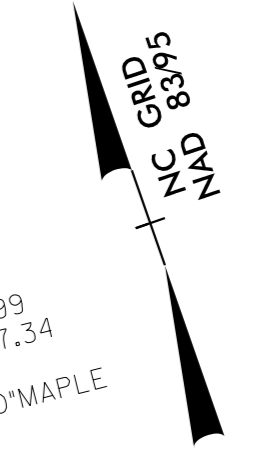
TEMPORARY PAVEMENT
SEE SHEET 63 FOR -DET4- PROFILE

12/13/2018



**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

BM#01
ELEV = 306.28'
N 568164 E 1680799
-L- STATION 371+67.34
9.16' LEFT
RR SPIKE IN BASE 20' MAPLE



REVISIONS
MATCHLINE (SEE SHEET 2B-9)

11/6/2018

-DET5-			
PI Sta 10+89.72	PI Sta 13+66.85	PI Sta 15+14.91	PI Sta 21+32.02
$\Delta = 1' 38' 12.7''$ (LT)	$\Delta = 2' 59' 24.0''$ (LT)	$\Delta = 3' 04' 10.5''$ (RT)	$\Delta = 14' 12' 34.8''$ (LT)
D = 2' 03' 16.1"	D = 2' 02' 47.0"	D = 2' 02' 47.0"	D = 2' 36' 16.5"
L = 79.67'	L = 146.11'	L = 150.00'	L = 545.56'
T = 39.84'	T = 73.08'	T = 75.02'	T = 274.21'
R = 2,789.00'	R = 2,800.00'	R = 2,800.00'	R = 2,200.00'

TEMPORARY PAVEMENT
SEE SHEET 64 FOR -DET5- PROFILE

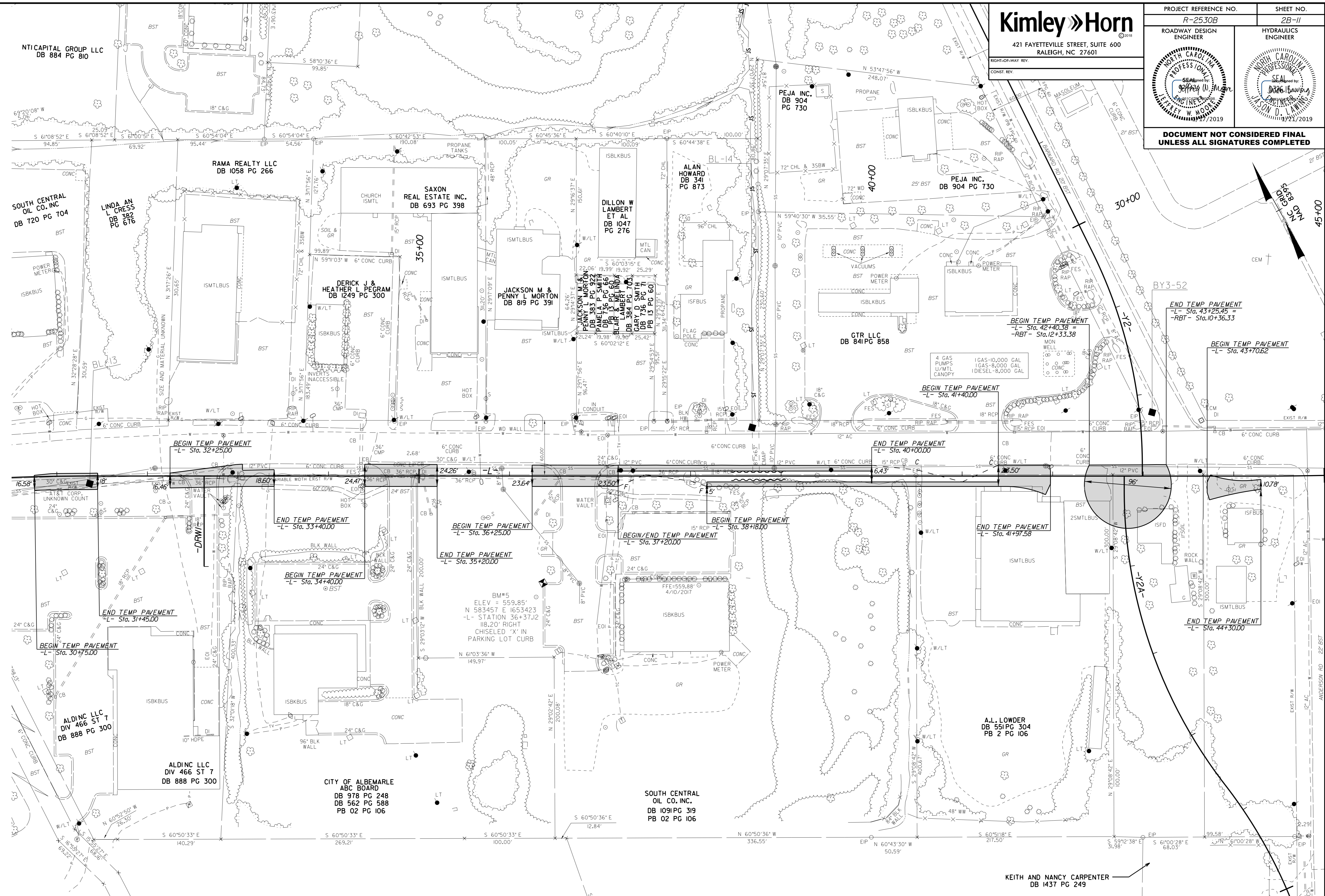
5/14/99

Kimley Horn
421 FAYETTEVILLE STREET, SUITE 600
RALEIGH, NC 27601

PROJECT REFERENCE NO. <i>R-2530B</i>	SHEET NO. <i>2B-11</i>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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UNLESS ALL SIGNATURES COMPLETED**

REVISIONS



12/6/2018

TEMPORARY PAVEMENT
SEE TRANSPORTATION MANAGEMENT PLANS
FOR THE TEMPORARY DRAINAGE DESIGN

5/14/99

REVISIONS

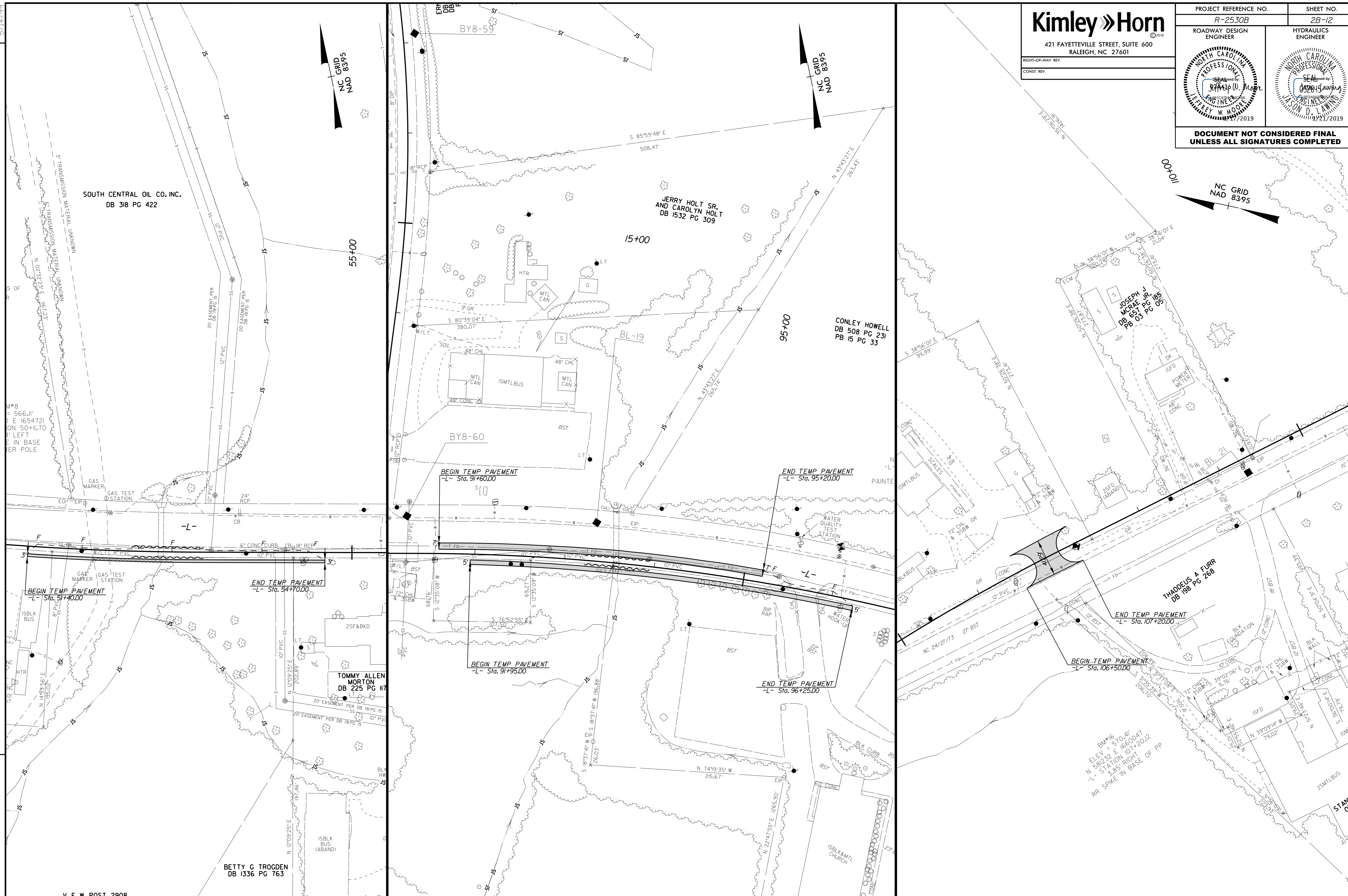
12/6/2018

Kimley Horn
 421 FAYETTEVILLE STREET, SUITE 600
 RALEIGH, NC 27601

RIGHT-OF-WAY REV.
 CONST. REV.

PROJECT REFERENCE NO. R-2530B	SHEET NO. 2B-12
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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V F W POST 2908
DB 150 PG 66

TEMPORARY PAVEMENT
 SEE TRANSPORTATION MANAGEMENT PLANS
 FOR THE TEMPORARY DRAINAGE DESIGN

TEMPORARY PAVEMENT
 SEE TRANSPORTATION MANAGEMENT PLANS
 FOR THE TEMPORARY DRAINAGE DESIGN

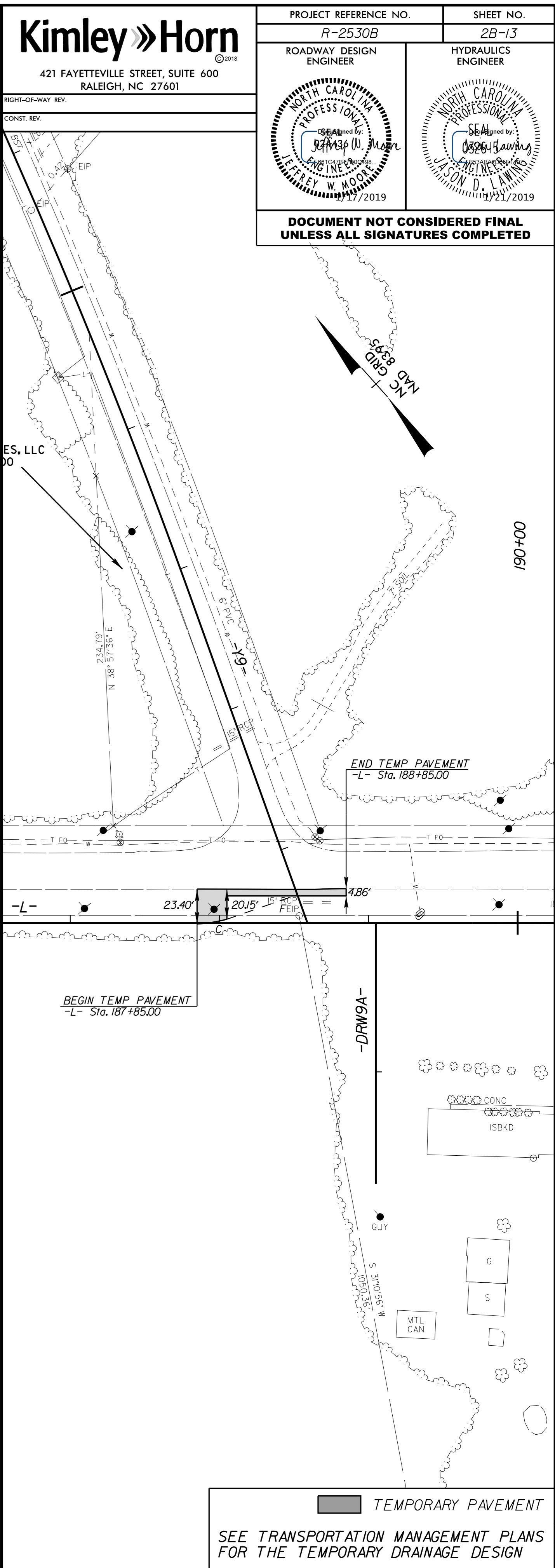
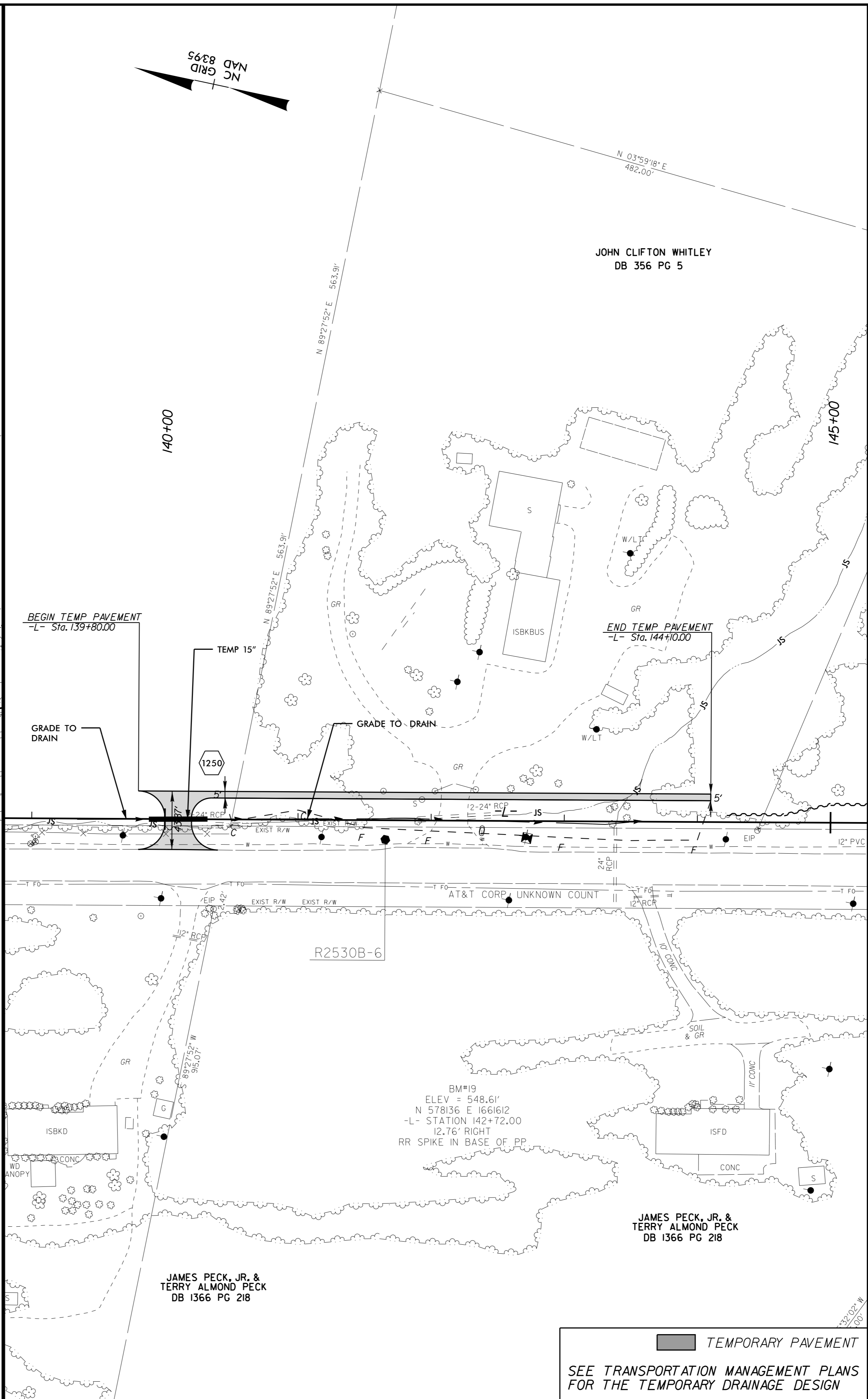
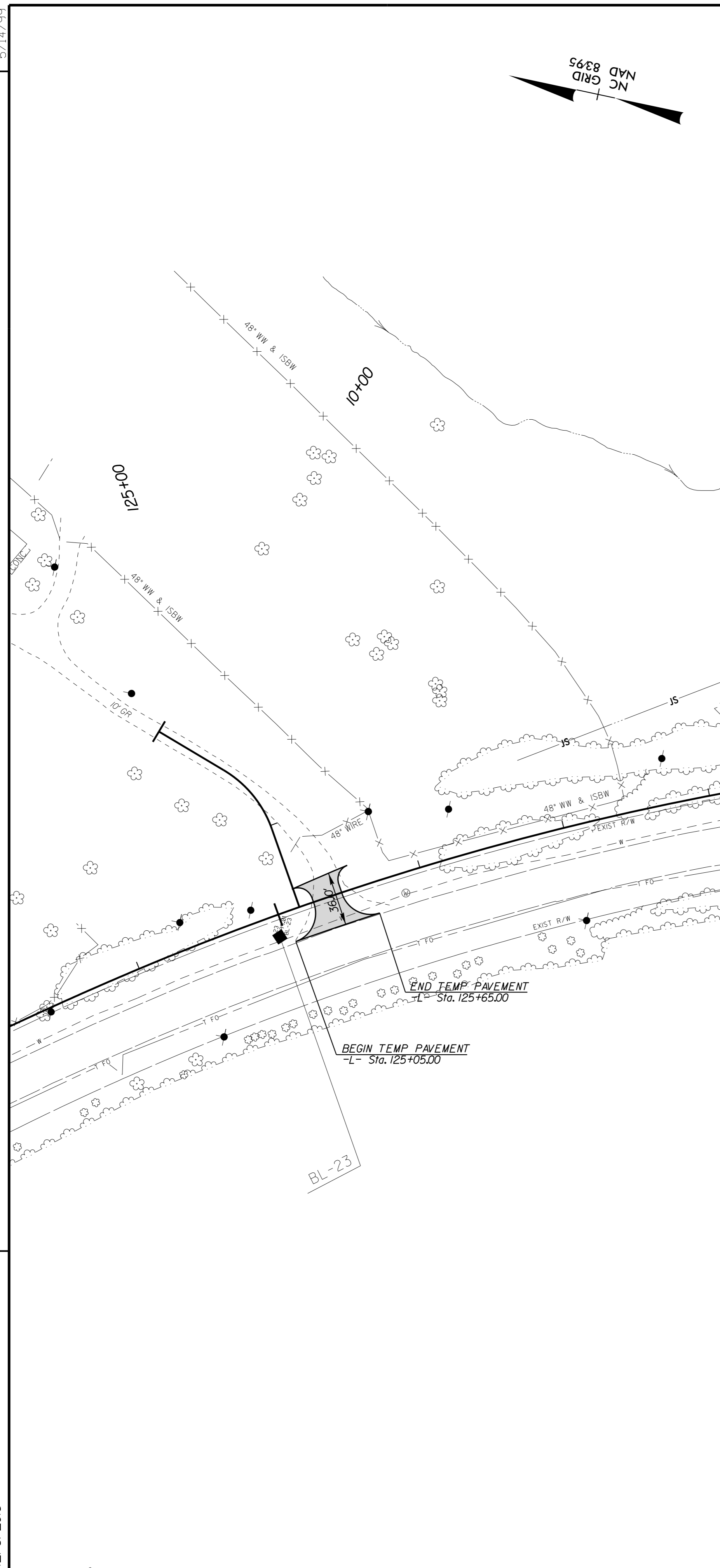
TEMPORARY PAVEMENT
 SEE TRANSPORTATION MANAGEMENT PLANS
 FOR THE TEMPORARY DRAINAGE DESIGN

BM#16
 ELEV = 510.41'
 N 59°23' E 1600.04'
 -L- STATION 107+20.12
 3.85' RIGHT
 RR SPIKE IN BASE OF PP

5/14/99

REVISIONS

12/6/2018



PROJECT REFERENCE NO. R-2530B		SHEET NO. 2B-13	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

TEMPORARY PAVEMENT
 SEE TRANSPORTATION MANAGEMENT PLANS FOR THE TEMPORARY DRAINAGE DESIGN

TEMPORARY PAVEMENT
 SEE TRANSPORTATION MANAGEMENT PLANS FOR THE TEMPORARY DRAINAGE DESIGN

BM#19
 ELEV = 548.61'
 N 578136 E 1661612
 -L- STATION 142+72.00
 12.76' RIGHT
 RR SPIKE IN BASE OF PP

JAMES PECK, JR. &
 TERRY ALMOND PECK
 DB 1366 PG 218

JAMES PECK, JR. &
 TERRY ALMOND PECK
 DB 1366 PG 218

R2530B-6

AT&T CORE UNKNOWN COUNT

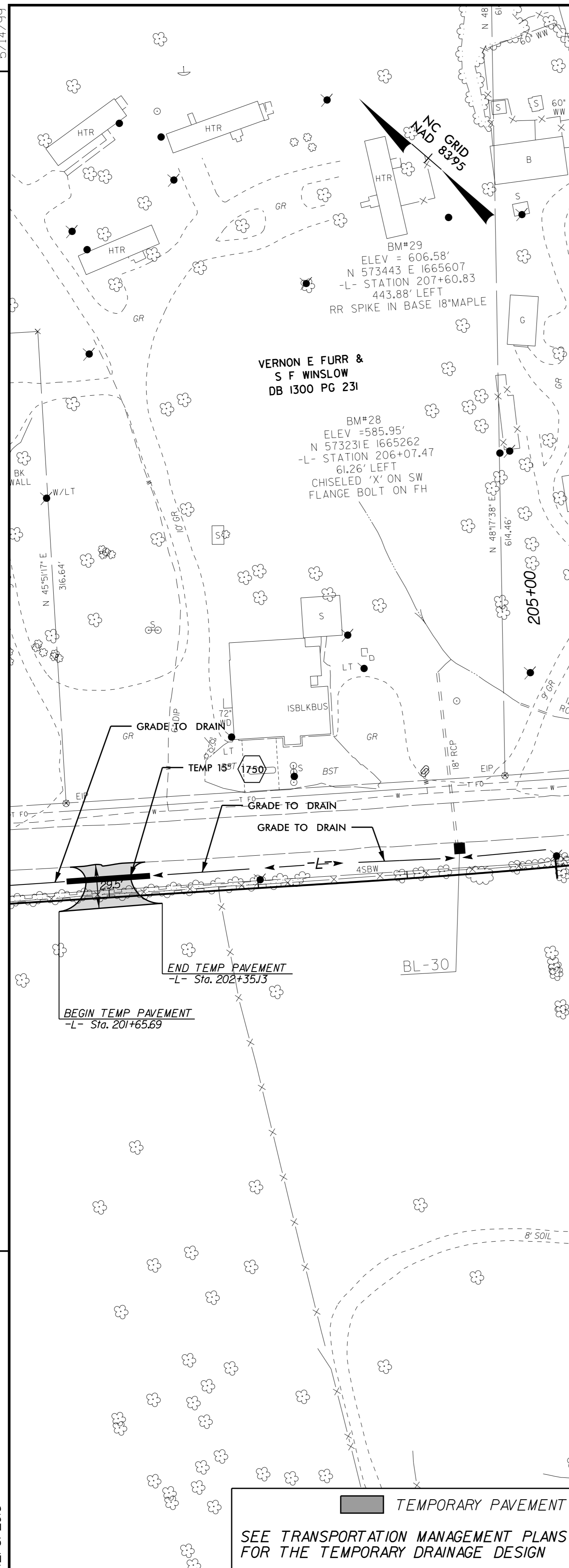
JOHN CLIFTON WHITLEY
 DB 356 PG 5

JAMES PECK, JR. &
 TERRY ALMOND PECK
 DB 1366 PG 218

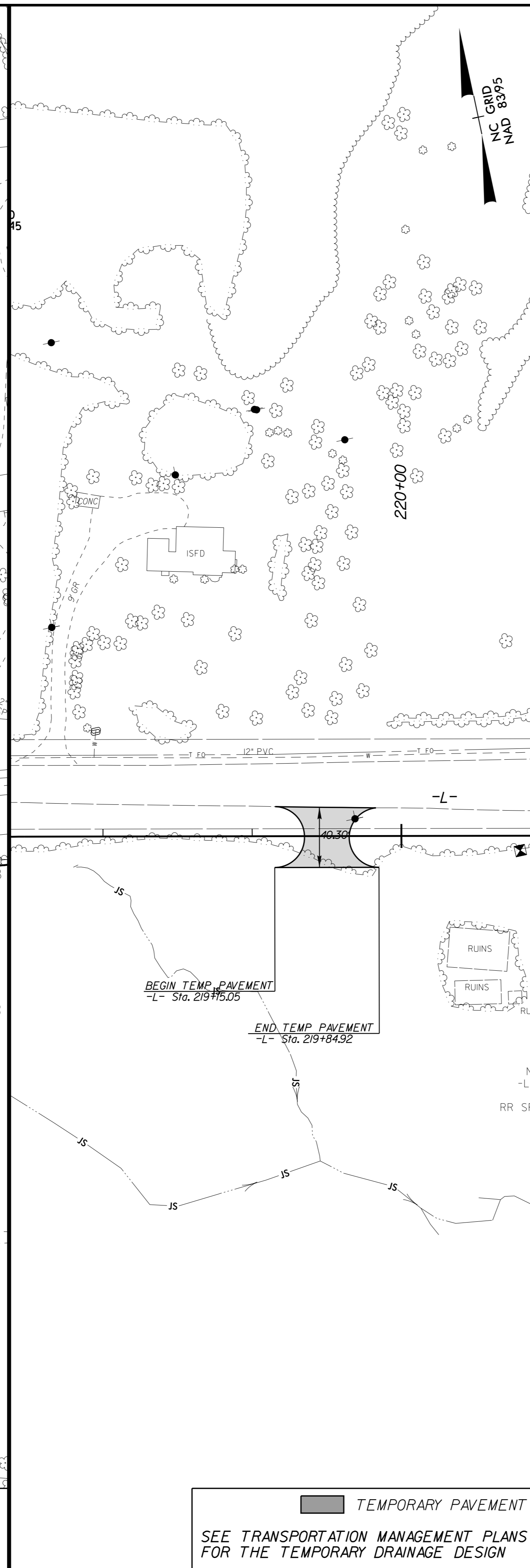
5/14/99

REVISIONS

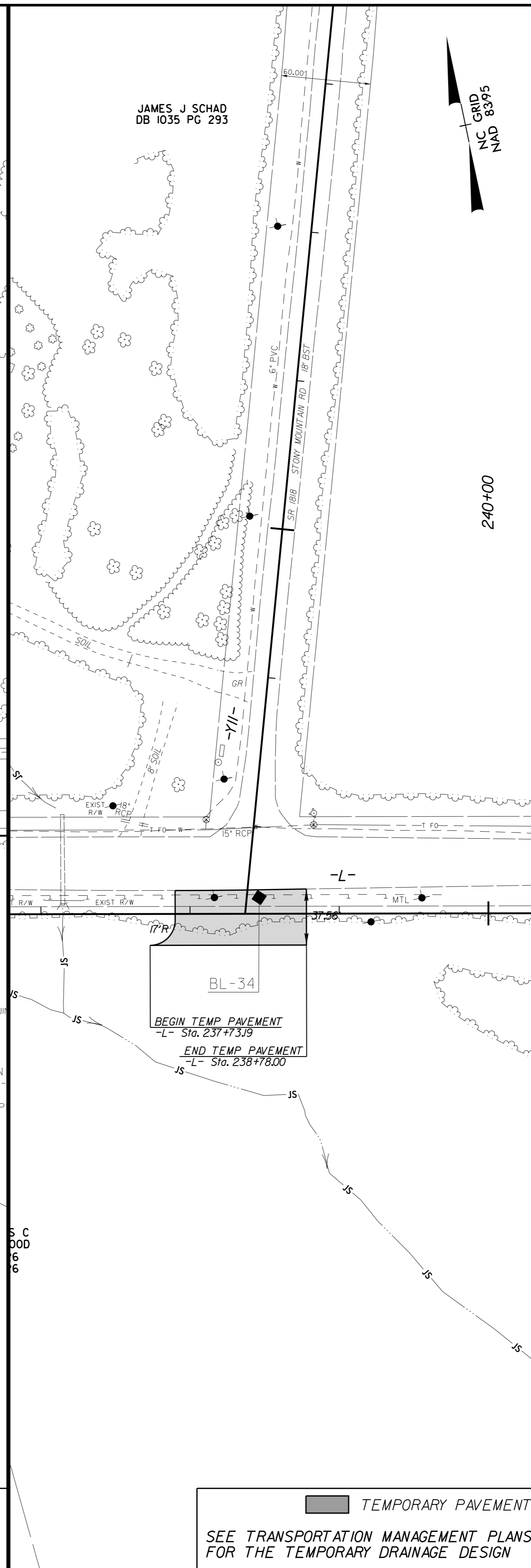
12/16/2018



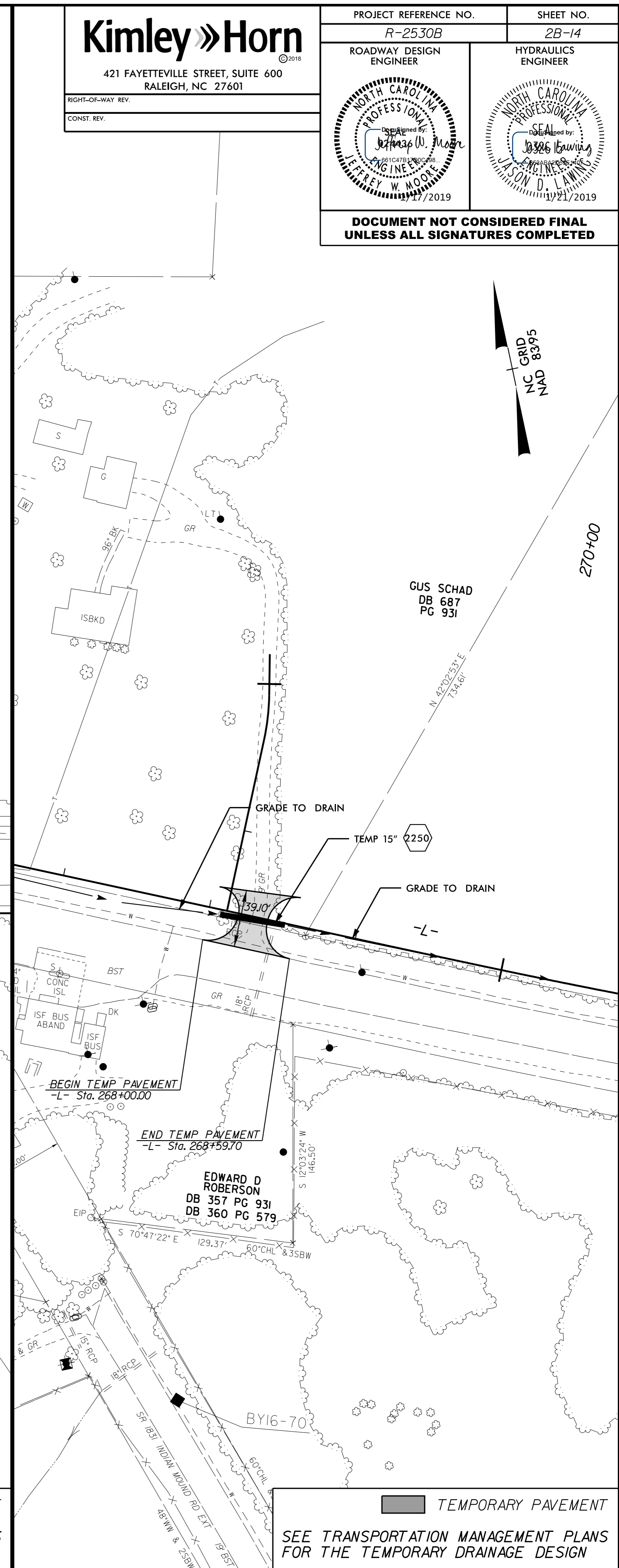
TEMPORARY PAVEMENT
 SEE TRANSPORTATION MANAGEMENT PLANS
 FOR THE TEMPORARY DRAINAGE DESIGN



TEMPORARY PAVEMENT
 SEE TRANSPORTATION MANAGEMENT PLANS
 FOR THE TEMPORARY DRAINAGE DESIGN



TEMPORARY PAVEMENT
 SEE TRANSPORTATION MANAGEMENT PLANS
 FOR THE TEMPORARY DRAINAGE DESIGN



TEMPORARY PAVEMENT
 SEE TRANSPORTATION MANAGEMENT PLANS
 FOR THE TEMPORARY DRAINAGE DESIGN

Kimley Horn
 421 FAYETTEVILLE STREET, SUITE 600
 RALEIGH, NC 27601

RIGHT-OF-WAY REV.
 CONST. REV.

PROJECT REFERENCE NO. <i>R-2530B</i>	SHEET NO. <i>2B-14</i>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED




JAMES J SCHAD
DB 1035 PG 293

GUS SCHAD
DB 687
PG 931

EDWARD D ROBERSON
DB 357 PG 931
DB 360 PG 579

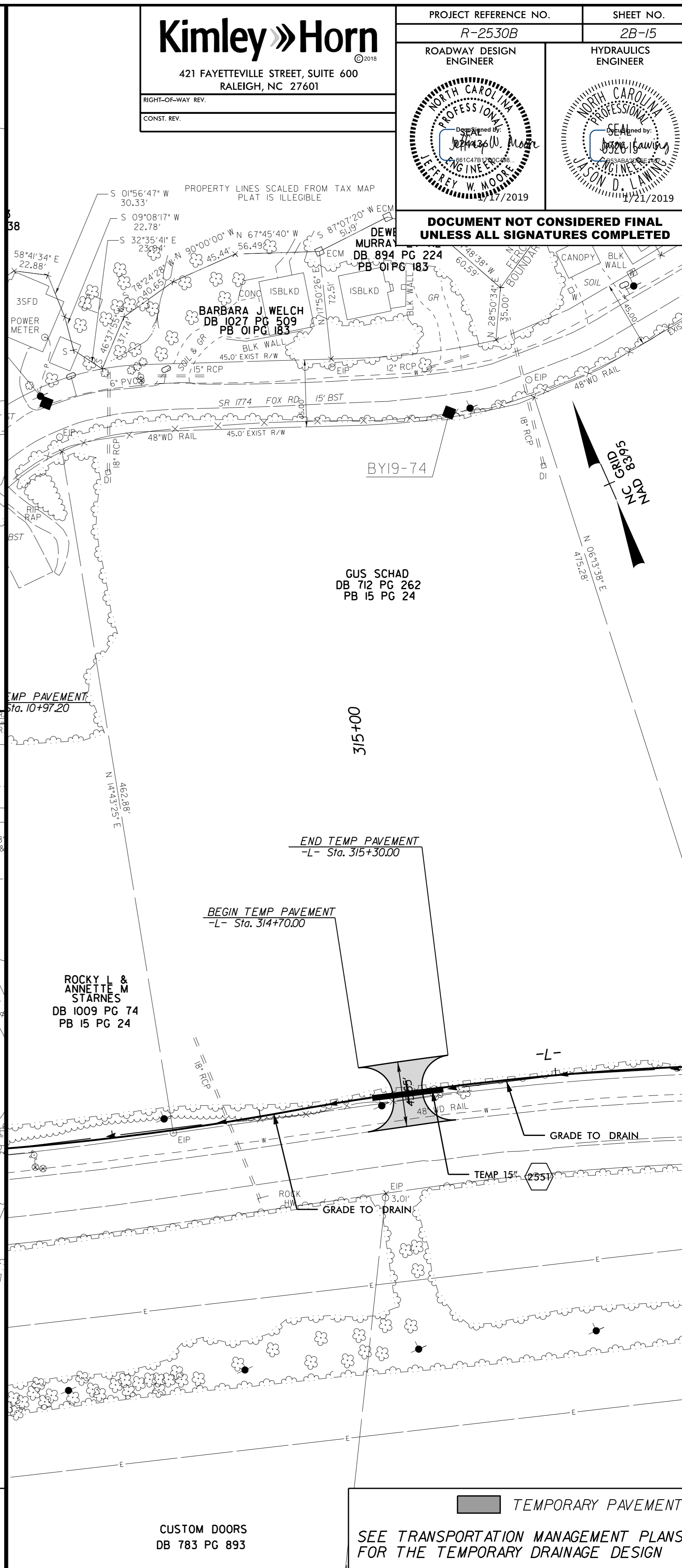
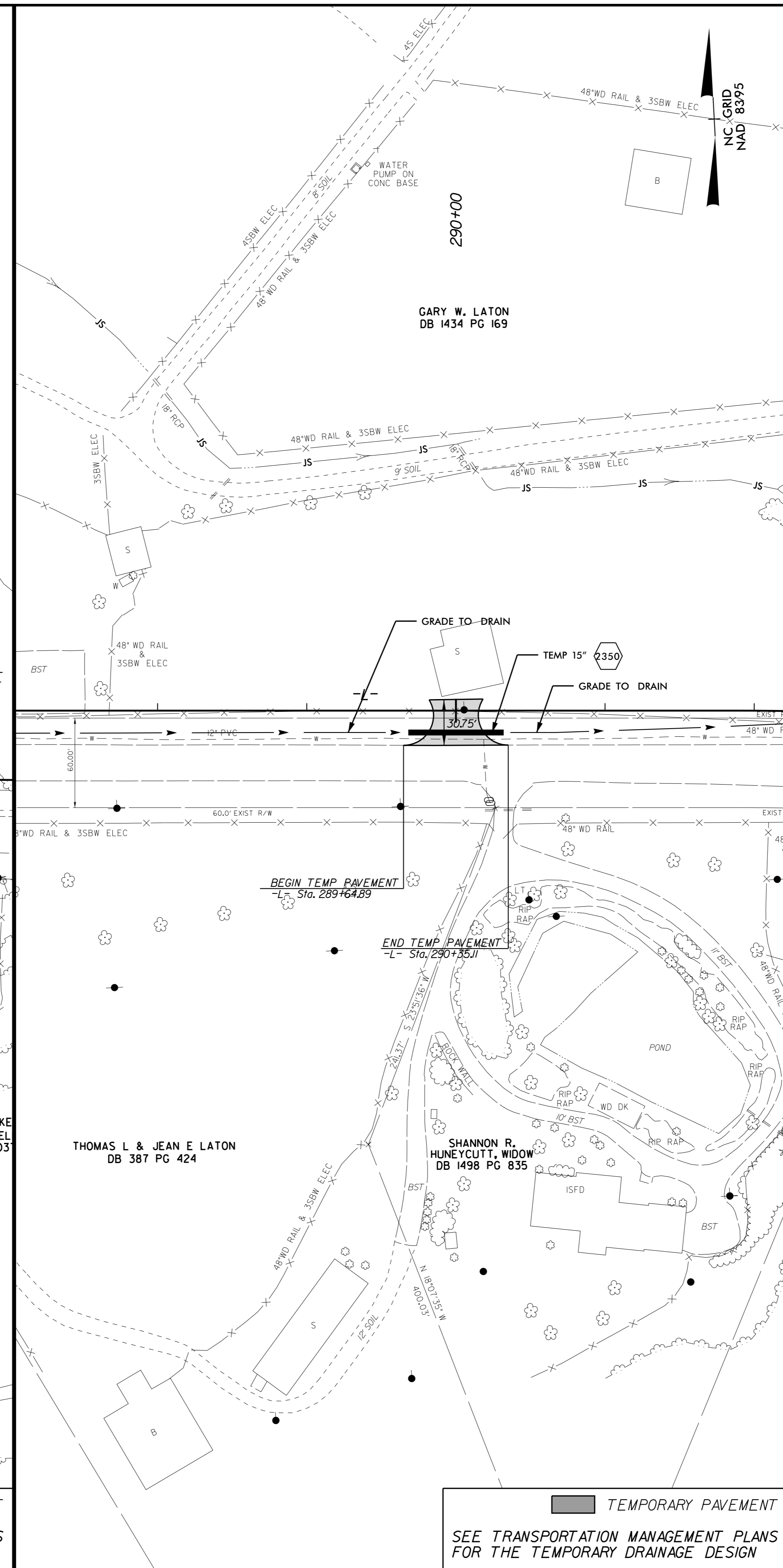
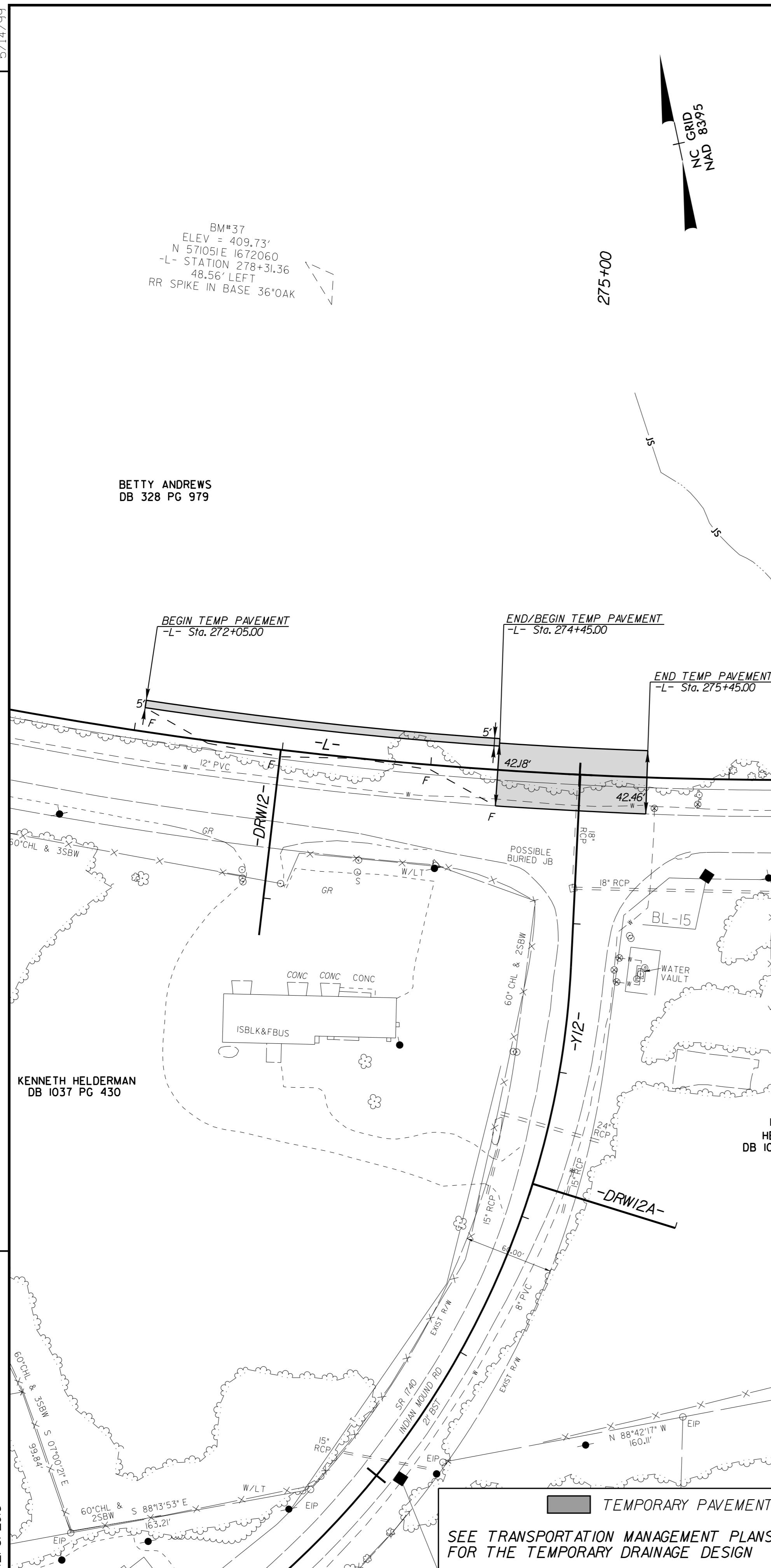
VERNON E FURR &
S F WINSLOW
DB 1300 PG 231

5/14/99

 421 FAYETTEVILLE STREET, SUITE 600 RALEIGH, NC 27601	PROJECT REFERENCE NO. R-2530B	SHEET NO. 2B-15
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
 Jeffrey W. Moore PROFESSIONAL ENGINEER No. 12727 State of North Carolina 11/23/2019	 Jason D. Lawton PROFESSIONAL ENGINEER No. 12727 State of North Carolina 11/23/2019	

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REVISIONS



BM#37
 ELEV = 409.73'
 N 57°05'E 1672060
 -L- STATION 278+31.36
 48.56' LEFT
 RR SPIKE IN BASE 36\"/>

BETTY ANDREWS
 DB 328 PG 979

KENNETH HELDERMAN
 DB 1037 PG 430

275+00

GARY W. LATON
 DB 1434 PG 169

THOMAS L & JEAN E LATON
 DB 387 PG 424

SHANNON R.
 HUNEYCUTT, WIDOW
 DB 1498 PG 835

GUS SCHAID
 DB 712 PG 262
 PB 15 PG 24

ROCKY L &
 ANNETTE M.
 STARNES
 DB 1009 PG 74
 PB 15 PG 24

315+00

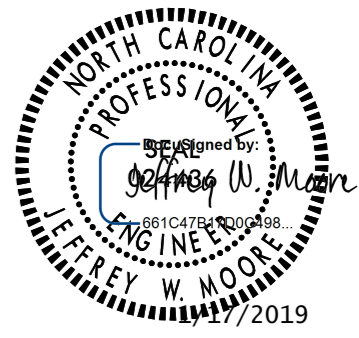

TEMPORARY PAVEMENT
 SEE TRANSPORTATION MANAGEMENT PLANS
 FOR THE TEMPORARY DRAINAGE DESIGN

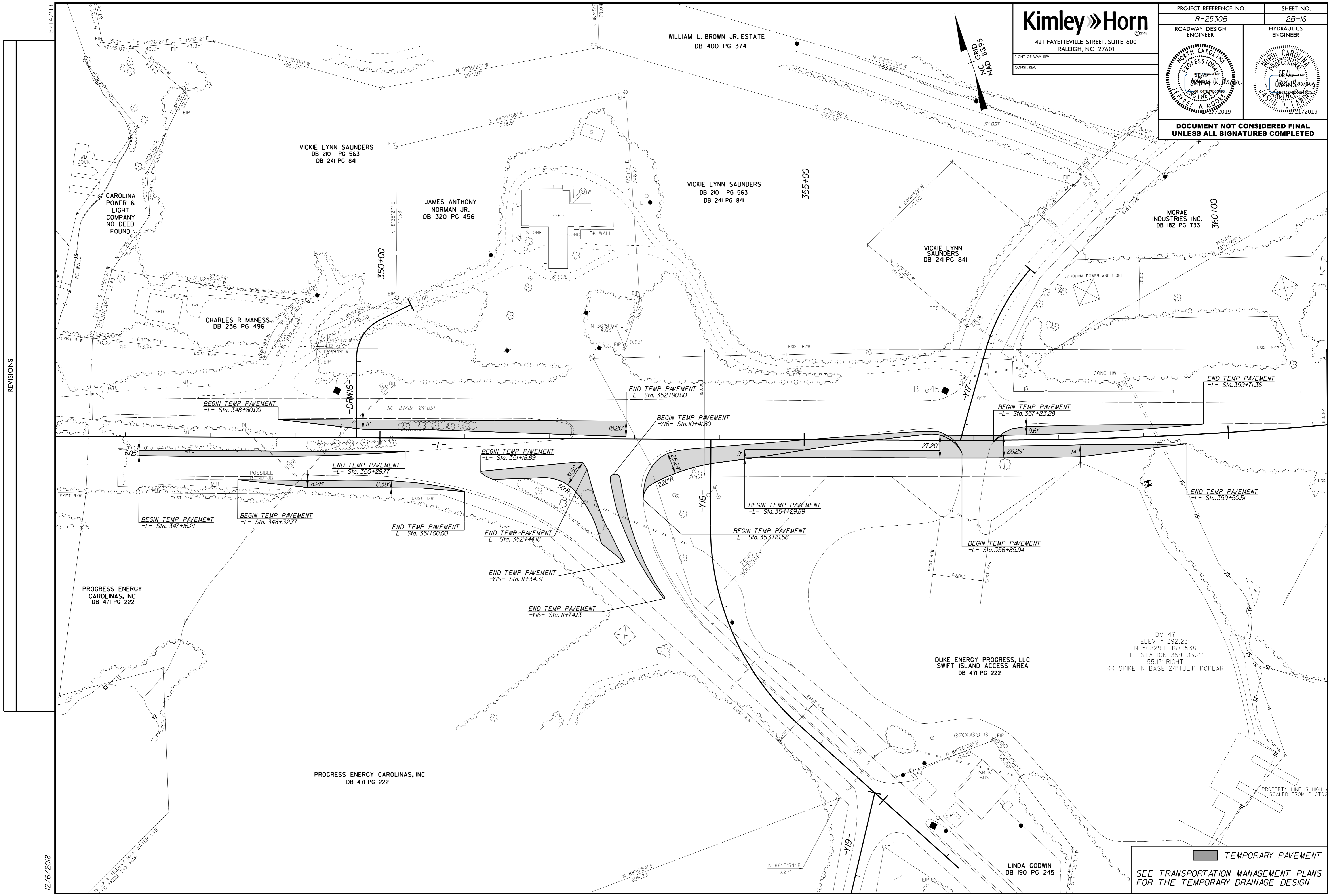
TEMPORARY PAVEMENT
 SEE TRANSPORTATION MANAGEMENT PLANS
 FOR THE TEMPORARY DRAINAGE DESIGN

TEMPORARY PAVEMENT
 SEE TRANSPORTATION MANAGEMENT PLANS
 FOR THE TEMPORARY DRAINAGE DESIGN

CUSTOM DOORS
 DB 783 PG 893

12/6/2018

PROJECT REFERENCE NO. R-2530B	SHEET NO. 2B-16
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	
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REVISIONS

12/16/2018

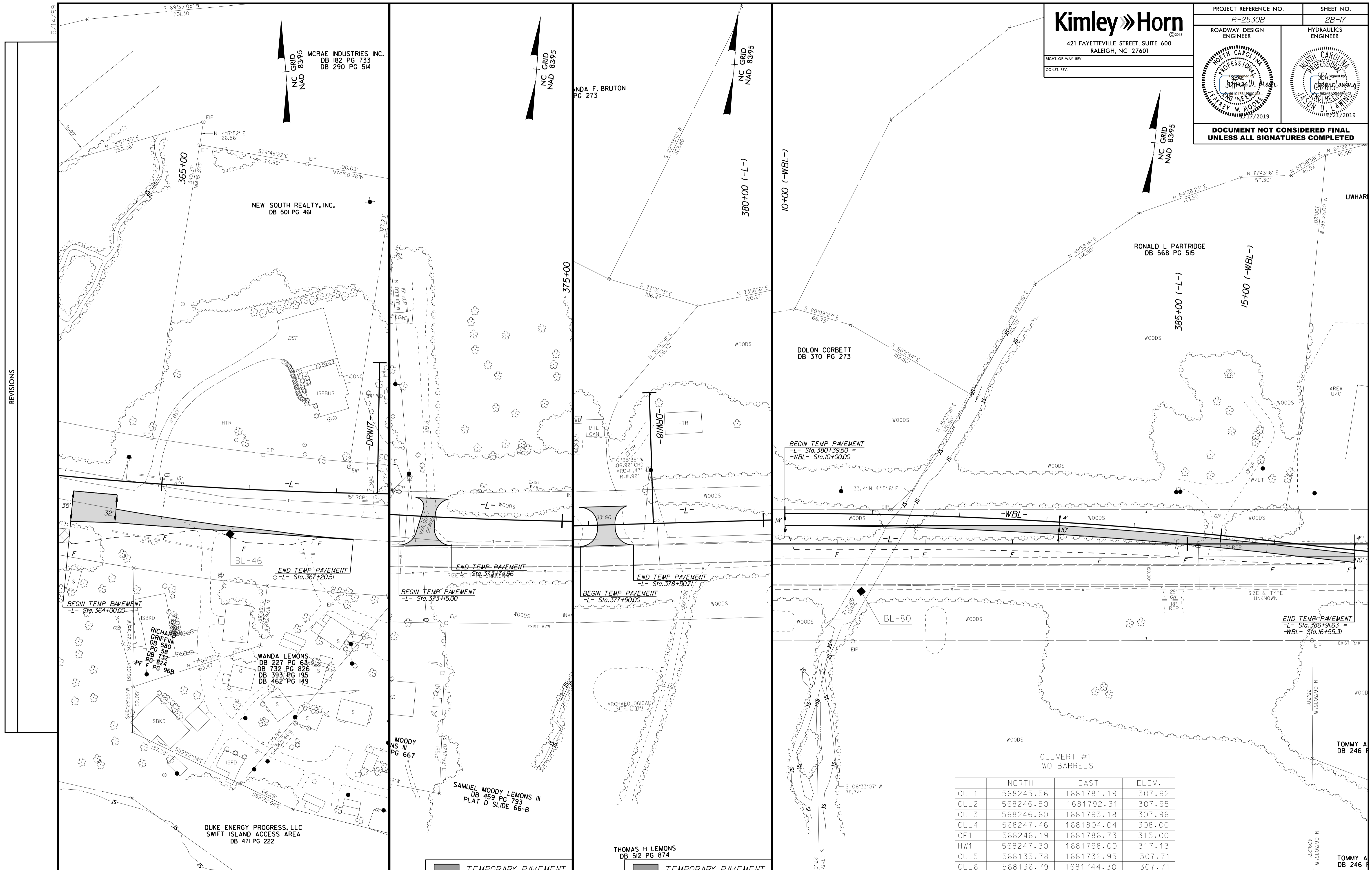
BM#47
 ELEV = 292.23'
 N 56°29'E 167.9538
 -L- STATION 359+03.27
 55.17' RIGHT
 RR SPIKE IN BASE 24" TULIP POPLAR

TEMPORARY PAVEMENT
 SEE TRANSPORTATION MANAGEMENT PLANS
 FOR THE TEMPORARY DRAINAGE DESIGN

Kimley Horn
 421 FAYETTEVILLE STREET, SUITE 600
 RALEIGH, NC 27601

PROJECT REFERENCE NO. R-2530B	SHEET NO. 2B-17
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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CULVERT #1
TWO BARRELS

	NORTH	EAST	ELEV.
CUL1	568245.56	1681781.19	307.92
CUL2	568246.50	1681792.31	307.95
CUL3	568246.60	1681793.18	307.96
CUL4	568247.46	1681804.04	308.00
CE1	568246.19	1681786.73	315.00
HW1	568247.30	1681798.00	317.13
CUL5	568135.78	1681732.95	307.71
CUL6	568136.79	1681744.30	307.71
CUL7	568136.98	1681744.94	307.6
CUL8	568138.21	1681756.32	307.7
CE2	568136.71	1681738.98	314.7
HW2	568137.59	1681744.59	316.8

REVISIONS

12/16/2018

TEMPORARY PAVEMENT
SEE TRANSPORTATION MANAGEMENT PLANS FOR THE TEMPORARY DRAINAGE DESIGN

TEMPORARY PAVEMENT
SEE TRANSPORTATION MANAGEMENT PLANS FOR THE TEMPORARY DRAINAGE DESIGN

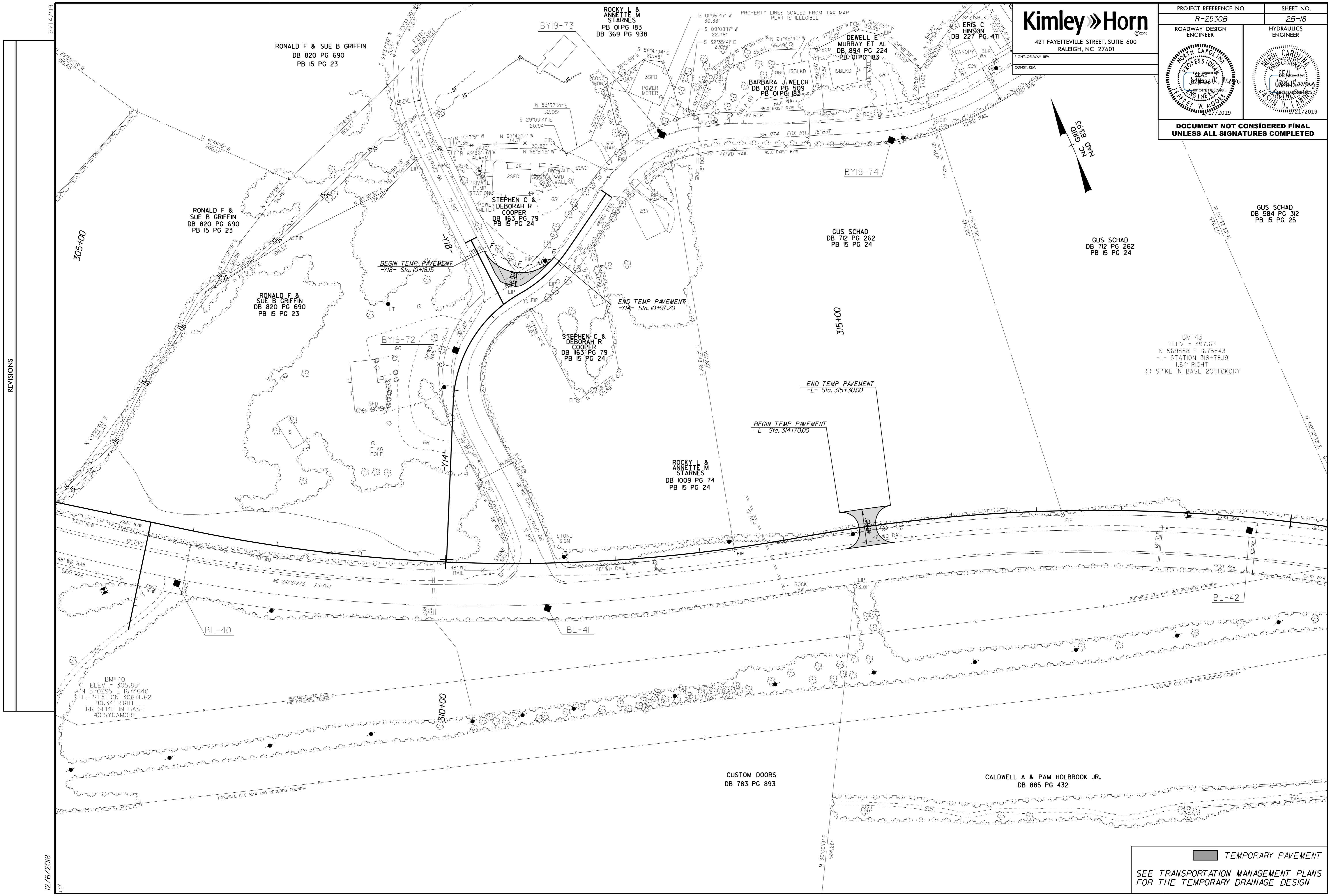
TEMPORARY PAVEMENT
SEE TRANSPORTATION MANAGEMENT PLANS FOR THE TEMPORARY DRAINAGE DESIGN

TEMPORARY PAVEMENT
SEE TRANSPORTATION MANAGEMENT PLANS FOR THE TEMPORARY DRAINAGE DESIGN

Kimley Horn
 421 FAYETTEVILLE STREET, SUITE 600
 RALEIGH, NC 27601

PROJECT REFERENCE NO. <i>R-2530B</i>	SHEET NO. <i>2B-18</i>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

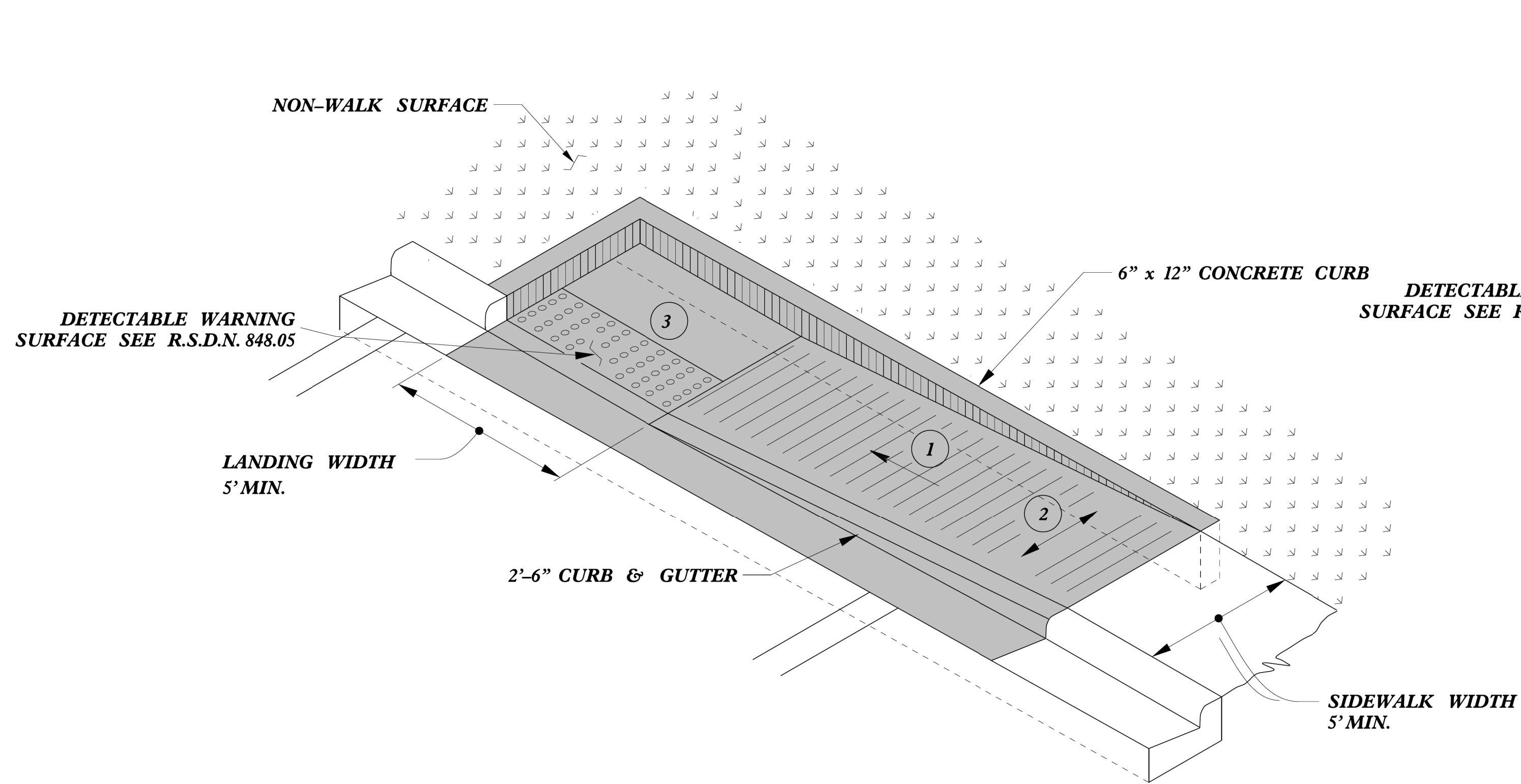
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



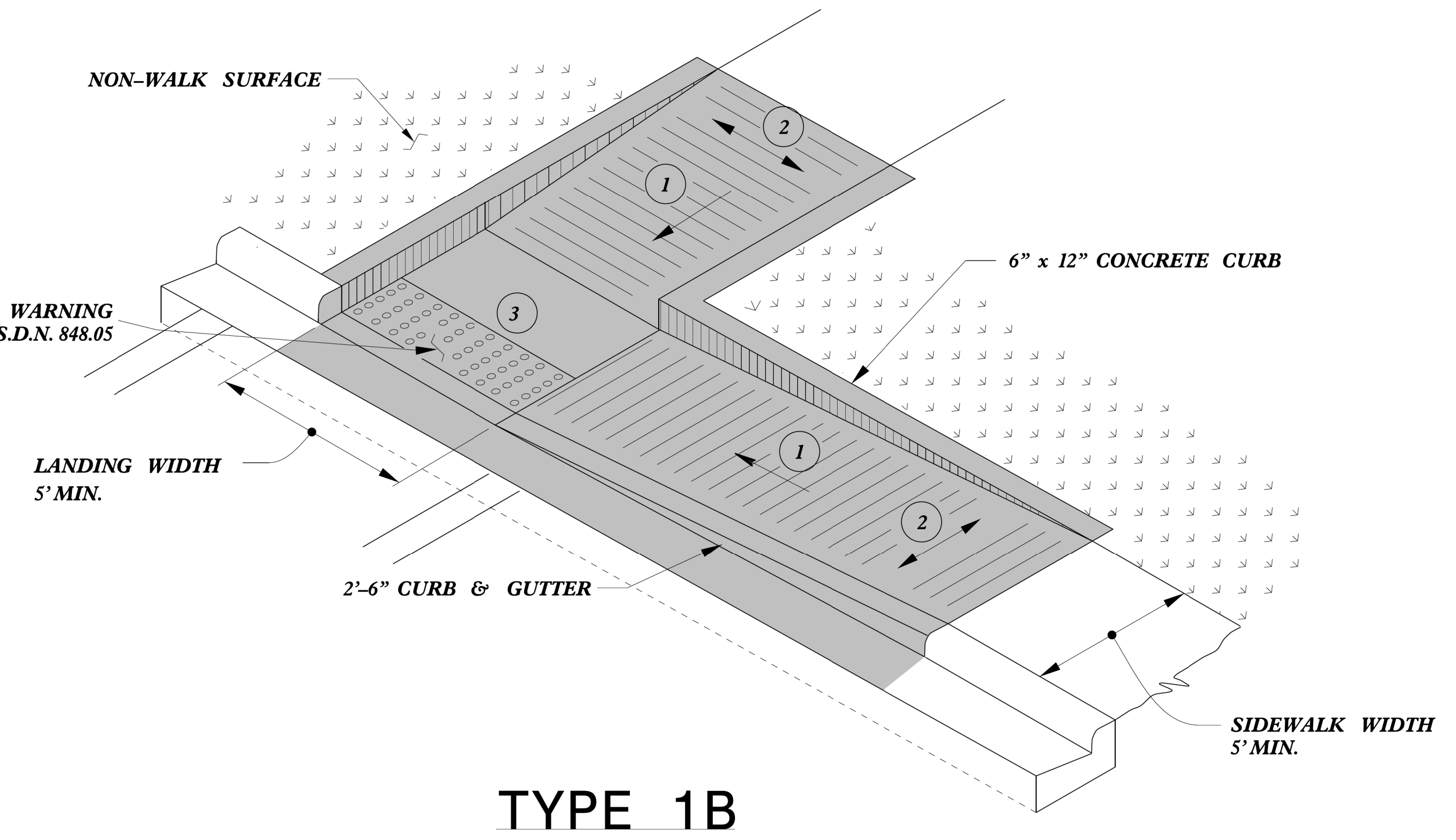
REVISIONS

12/6/2018


TEMPORARY PAVEMENT
 SEE TRANSPORTATION MANAGEMENT PLANS
 FOR THE TEMPORARY DRAINAGE DESIGN



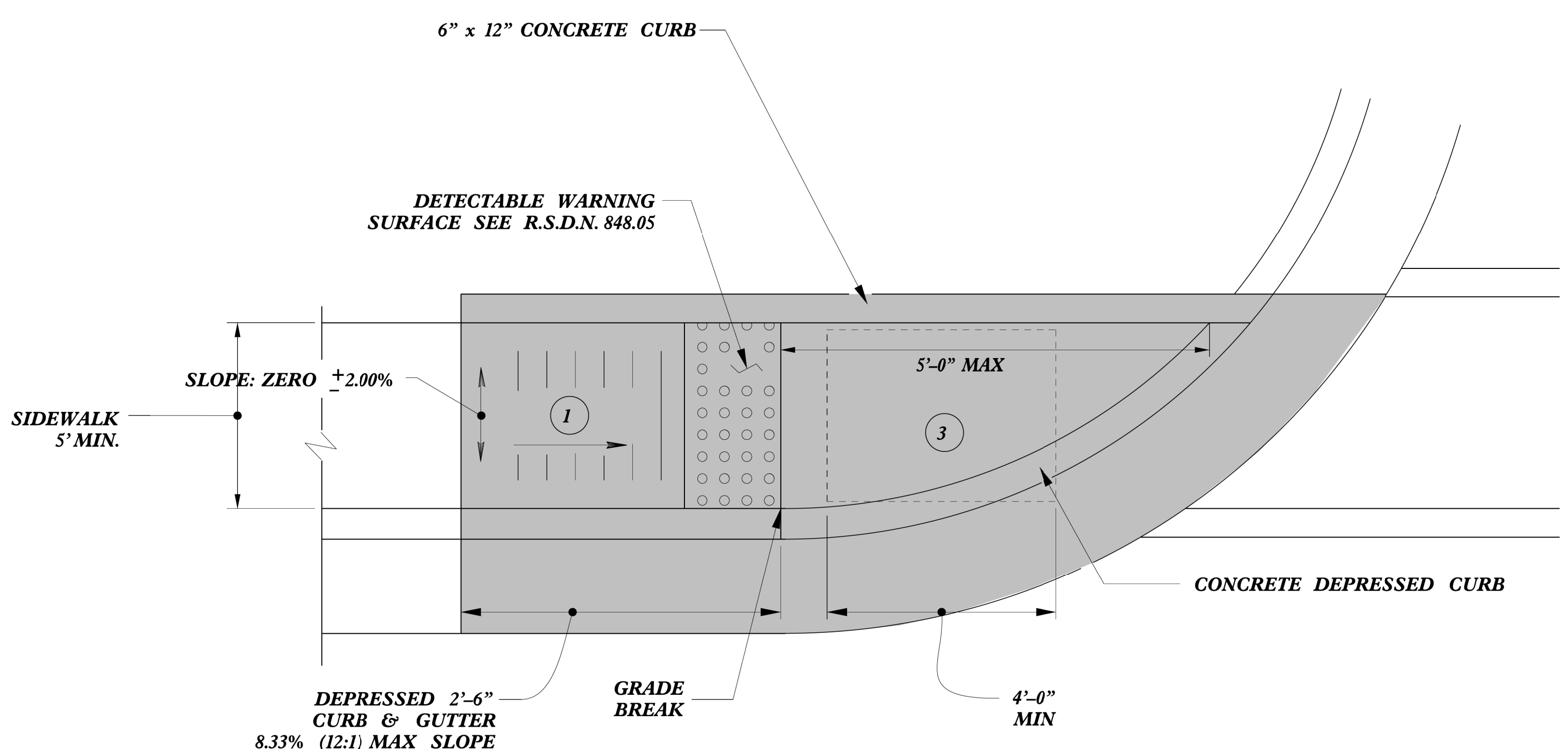
TYPE 1A



TYPE 1B

 PAY LIMITS FOR 1 CURB RAMP

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.



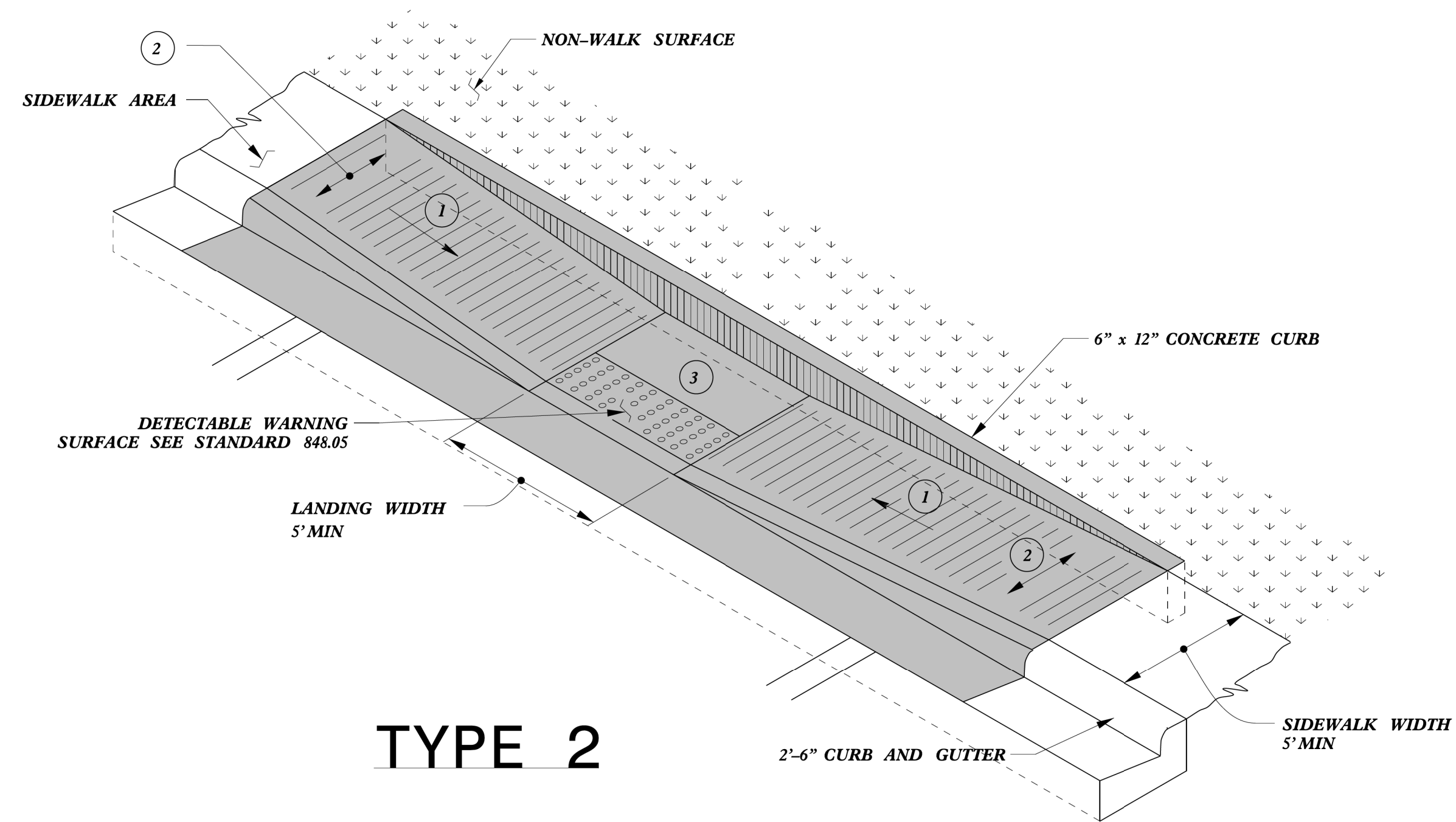
TYPE 1



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CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950	FAX 919-250-4119
CURB RAMPS	
Directional Ramps	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dgn	

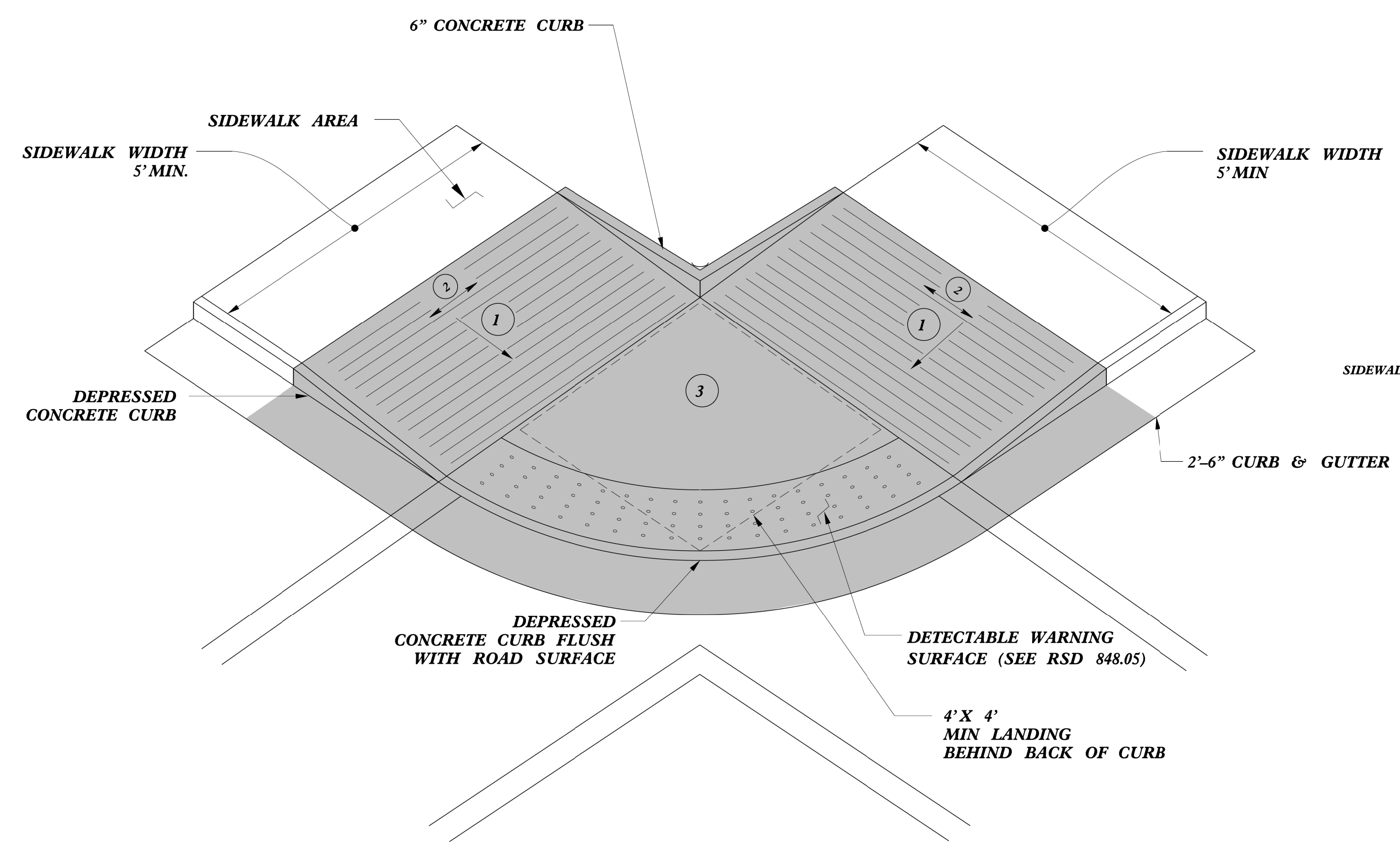
REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES



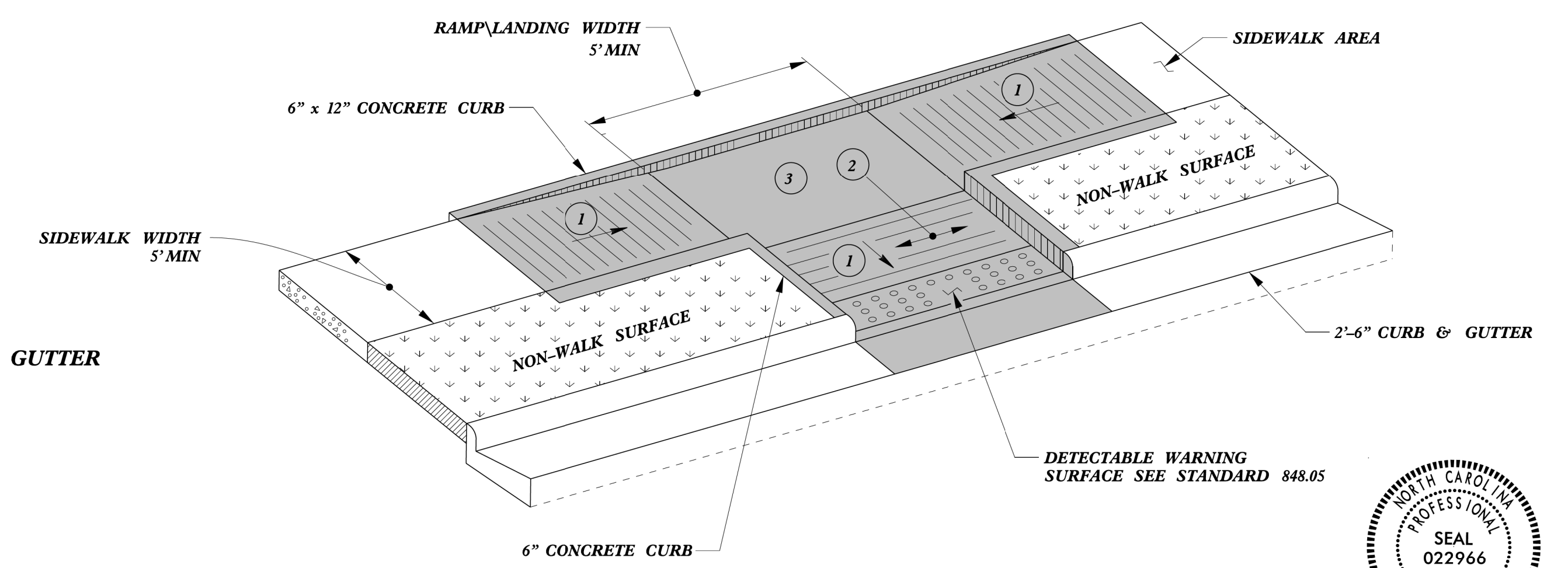
TYPE 2

PAY LIMITS FOR 1 CURB RAMP

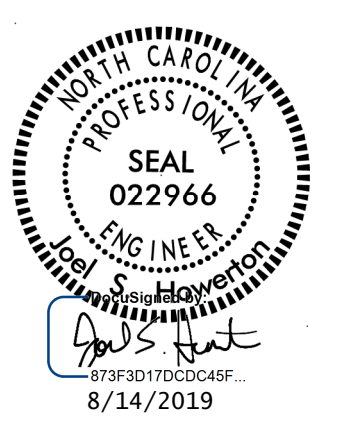
- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.



TYPE 2A



TYPE 3



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

CURB RAMPS
Parallel Ramps

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
 MODIFIED BY: _____ DATE: _____
 CHECKED BY: _____ DATE: _____
 FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dgn

REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

5/14/99
C:\p1\work\2012\stds\2012CurbRamp\CurbRampDetails.dgn